TEAM KENTUCKY
TRANSPORTATION CABINET

CALL NO. 200

CONTRACT ID. 251016

LAUREL - WHITLEY COUNTIES

FED/STATE PROJECT NUMBER 121GR25D016-NHPP

DESCRIPTION I-75

WORK TYPE GRADE, DRAIN & SURFACE WITH BRIDGE

PRIMARY COMPLETION DATE 6/1/2028

LETTING DATE: July 24,2025

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME July 24,2025. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

PLANS AVAILABLE FOR THIS PROJECT.

DBE CERTIFICATION REQUIRED - 6%

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

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SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 11

CONTRACT ID - 251016

121GR25D016-NHPP

COUNTY - LAUREL

PCN - DE06300752516
NHPP IM 0752 (104)

I-75 (MP 23.2) TENNESSEE STATE LINE-LEXINGTON PRIORITY SECTION OF WIDENING 1-75 FROM MP 23.2 IN WHITLEY COUNTY TO MP 28.90 US-25E NORTH OF CORBIN (MP 28.9), A DISTANCE OF 05.90 MILES.GRADE, DRAIN & SURFACE WITH BRIDGE SYP NO. 11-00014.80.

GEOGRAPHIC COORDINATES LATITUDE 37:05:19.00 LONGITUDE 84:08:29.00

ADT

COUNTY - WHITLEY

PCN - DE11800752516
NHPP IM 0752 (104)

I-75 (MP 23.2) TENNESSEE STATE LINE-LEXINGTON PRIORITY SECTION OF WIDENING 1-75 FROM MP 23.2 IN WHITLEY COUNTY TO MP 28.90 US-25E NORTH OF CORBIN (MP 28.9), A DISTANCE OF 05.90 MILES.GRADE, DRAIN & SURFACE WITH BRIDGE SYP NO. 11-00014.80.

GEOGRAPHIC COORDINATES LATITUDE 36:56:19.00 LONGITUDE 84:07:29.00

ADT

COMPLETION DATE(S):

COMPLETED BY 06/01/2028 APPLIES TO ENTIRE CONTRACT

CONTRACT NOTES

INSURANCE

Refer to Kentucky Standard Specifications for Road and Bridge Construction, current edition.

PROPOSAL ADDENDA

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

BID SUBMITTAL

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

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

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

foreign entity is not required to obtain a certificate as provided in KRS 14A.9-010, the foreign entity should identify the applicable exception. Foreign entity is defined within KRS 14A.1-070.

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

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

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

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

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

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

HARDWOOD REMOVAL RESTRICTIONS

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

INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

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

ACCESS TO RECORDS

The state agency certifies that it is in compliance with the provisions of KRS 45A.150, "Access to contractor's books, documents, papers, records, or other evidence directly pertinent to the contract." The Contractor, as defined in KRS 45A.030, agrees that the contracting agency, the

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

BOYCOTT PROVISIONS

If applicable, the contractor represents that, pursuant to KRS 45A.607, they are not currently engaged in, and will not for the duration of the contract engage in, the boycott of a person or an entity based in or doing business with a jurisdiction with which Kentucky can enjoy open trade. **Note:** The term Boycott does not include actions taken for bona fide business or economic reasons, or actions specifically required by federal or state law.

If applicable, the contractor verifies that, pursuant to KRS 41.480, they do not engage in, and will not for the duration of the contract engage in, in energy company boycotts as defined by KRS 41.472.

LOBBYING PROHIBITIONS

The contractor represents that they, and any subcontractor performing work under the contract, have not violated the agency restrictions contained in KRS 11A.236 during the previous ten (10) years, and pledges to abide by the restrictions set forth in such statute for the duration of the contract awarded.

The contractor further represents that, pursuant to KRS 45A.328, they have not procured an original, subsequent, or similar contract while employing an executive agency lobbyist who was convicted of a crime related to the original, subsequent, or similar contract within five (5) years of the conviction of the lobbyist.

SPECIAL NOTE – BUY AMERICA REQUIREMENTS AND BUILD AMERICA, BUY AMERICA (BABA) ACT 05/05/2025

1.0 BUY AMERICA REQUIREMENT.

Follow the "Buy America" provisions as required by 23 U.S.C. § 313 and 23 C.F.R. § 635.410. Except as expressly provided herein all manufacturing processes of steel or iron materials including but not limited to structural steel, guardrail materials, corrugated steel, culvert pipe, structural plate, prestressing strands, and steel reinforcing bars shall occur in the United States of America, including the application of:

- Coating,
- Galvanizing,
- Painting, and
- Other coating that protects or enhances the value of steel or iron products.

The following are exempt, unless processed or refined to include substantial amounts of steel or iron material, and may be used regardless of source in the domestic manufacturing process for steel or iron material:

- Pig iron,
- Processed, pelletized, and reduced iron ore material, or
- Processed alloys.

The Contractor shall submit a certification stating that all manufacturing processes involved with the production of steel or iron materials occurred in the United States.

Produce, mill, fabricate, and manufacture in the United States of America all aluminum components of bridges, tunnels, and large sign support systems, for which either shop fabrication, shop inspection, or certified mill test reports are required as the basis of acceptance by the Department.

Use foreign materials only under the following conditions:

1) When the materials are not permanently incorporated into the project; or
2) When the delivered cost of such materials used does not exceed 0.1 percent of the total Contract amount or $2,500.00, whichever is greater.

The Contractor shall submit to the Engineer the origin and value of any foreign material used.

2.0 – BUILD AMERICA, BUY AMERICA (BABA)

Contractor shall comply with the Federal Highway Administration (FHWA) Buy America Requirement in 23 C.F.R. § 635.410 and all relevant provisions of the Build America, Buy America Act (BABA), contained within the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58, §§ 70901-52 enacted November 15, 2021. The BABA requires iron, steel, manufactured products, and construction materials used in infrastructure projects funded by federal financial assistance to be produced in the United States. Comply with 2 C.F.R § 184.

BABA permits FHWA participation in the Contract only if domestic steel and iron will be used on the Project. To be considered domestic, all steel and iron used, and all products manufactured from steel and iron must be produced in the United States and all manufacturing processes, including application of a coating, for these materials must occur in the United States. Coating includes all processes that protect or enhance the value of the material to which the coating is applied. This requirement does not preclude a minimal use of foreign steel and iron materials, provided the cost of such materials does not exceed 0.1% of the total contract amount under the Contract or $2,500.00 whichever is greater.

BABA permits FHWA participation in the Contract only if all "construction materials" as defined in the Act are made in the United States. The Buy America preference applies to the following construction materials incorporated into infrastructure projects: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); Fiber optic cable; optical fiber; lumber; engineered wood; and drywall. Contractor will be

required to use construction materials produced in the United States on this Project. The Contractor shall submit a certification stating that all construction materials are certified to be BABA compliant.

3.0 FINAL RULE – FHWA'S BUY AMERICA REGULATION TO TERMINATE GENERAL APPLICABILITY WAIVER FOR MANUFACTURED PRODUCTS

- **March 17, 2025** (effective date): For all Federal-aid projects obligated on or after March 15, 2025, all iron or steel products, as defined in § 635.410(c)(1)(iii), must comply with FHWA's Buy America requirements for steel and iron in § 635.410(b). In addition, for all Federal-aid projects obligated on or after March 15, 2025, per § 635.410(c)(2), articles, materials, and supplies should be classified as an iron or steel product, a manufactured product, or another product as specified by law or in 2 CFR part 184 (such other products specified by law or in 2 CFR part 184 include "excluded materials" and "construction materials"); an article, material, or supply must not be considered to fall into multiple categories.
- **October 1, 2025:** The final assembly requirement will become effective for Federal-aid projects obligated on or after October 1, 2025. This means that, for manufactured product to be Buy America compliant, for Federal-aid projects obligated on or after October 1, 2025, final assembly of the manufactured product must occur in the United States.
- **October 1, 2026:** The 55 percent requirement will become effective for Federal-aid projects obligated on or after October 1, 2026. This means that, for manufactured product to be Buy America-compliant, for Federal-aid projects obligated on or after October 1, 2026, all manufactured products permanently incorporated into the project must both be manufactured in the United States (satisfy the final assembly requirement) and have the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States be greater than 55 percent of the total cost of all components of the manufactured product (satisfy the 55 percent requirement).

4.0 – ADDITIONAL REQUIREMENTS

The Contractor has completed and submitted, or shall complete and submit, to the Cabinet a Buy America/ Build America, Buy America Certificate prior to the Cabinet issuing the notice to proceed, in the format below. After submittal, the Contractor is bound by its original certification.

A false certification is a criminal act in violation of 18 U.S.C. § 1001. The Contractor has the burden of proof to establish that it's in compliance.

At the Contractor's request, the Cabinet may, but is not obligated to, seek a waiver of Buy America requirements if grounds for the waiver exist under 23 C.F.R. § 635.410(c) or will comply with the applicable Buy America requirements if a waiver of those requirements is not available or not pursued by the Cabinet.

Please refer to the Federal Highway Administration's Buy America webpage for more information.

Buy America - Construction Program Guide - Contract Administration - Construction - Federal Highway Administration (dot.gov)

SPECIAL NOTE – BUY AMERICA REQUIREMENTS AND BUILD AMERICA, BUY AMERICA (BABA) ACT 05/05/2025

BUY AMERICA / BUILD AMERICA, BUY AMERICA (ACT) MATERIALS CERTIFICATE OF COMPLIANCE

The Contractor hereby certifies that it will comply with all relevant provisions of the Build America, Buy America Act, contained within the Infrastructure Investment and Jobs Act, Pub. L. NO. 117-58, §§ 70901-52, the requirements of 23 U.S.C. § 313, 23 C.F.R. § 635.410 and 2 C.F.R § 184.

Date Submitted:_____

Contractor:_____

Signature:_____

Printed Name:_____

Title:_____

NOTE: THIS CERTIFICATION IS IN ADDITION TO ANY AND ALL REQUIREMENTS OUTLINED IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND/OR SPECIAL NOTES CONTAINED IN THE PROJECT PROPOSAL.

FEDERAL CONTRACT NOTES

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

102.02 Current Rating
102.13 Irregular Bid Proposals
102.09 Proposal Guaranty
102.08 Preparation and Delivery of Proposals
102.14 Disqualification of Bidders

CIVIL RIGHTS ACT OF 1964

The Kentucky Transportation Cabinet, Department of Highways, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, sex, age (over 40), religion, sexual orientation, gender identity, veteran status, disability, income- level, or Limited English Proficiency (LEP)in consideration for an award.

NOTICE TO ALL BIDDERS

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

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

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

SECOND TIER SUBCONTRACTS

Second tier subcontracts are acceptable per Section 108.01 of the Standard Specifications for Road and Bridge Construction. S u b - Contractors fulfilling a disadvantaged business enterprise goal on a project may enter into a 2nd tier subcontract with a Non-DBE Subcontractor. However, in this instance, none of the work subcontracted to the Non-DBE Contractor will count toward fulfilling the established Disadvantaged Goal for the project.

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

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

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

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

DBE GOAL

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

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

OBLIGATION OF CONTRACTORS

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

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

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

CERTIFICATION OF CONTRACT GOAL

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

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

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

DBE PARTICIPATION PLAN

Lowest responsive bidders must submit the *DBE Plan/ Subcontractor Request*, form TC 14-35 DBE, within 5 days of the letting. This is necessary before the Awards Committee will review and make a recommendation. **The project will not be considered for award prior to submission and approval of the apparent low bidder's DBE Plan/Subcontractor Request.**

The DBE Participation Plan shall include the following:

1. Name and address of DBE Subcontractor(s) and/or supplier(s) intended to be used in the proposed project;
2. Description of the work each is to perform including the work item, unit, quantity, unit price and total amount of the work to be performed by the individual DBE. The Proposal Line Number, Category Number, and the Project Line Number can be found in the "material listing" on the Construction Procurement website under the specific letting;
3. The dollar value of each proposed DBE subcontract and the percentage of total project contract value this represents. DBE participation may be counted as follows;
   a) If DBE suppliers and manufactures assume actual and contractual responsibility, the dollar value of materials to be furnished will be counted toward the goal as follows:
      - The entire expenditure paid to a DBE manufacturer;
      - 60 percent of expenditures to DBE suppliers that are not manufacturers provided the supplier is a regular dealer in the product involved. A regular dealer must be engaged in, as its principal business and in its own name, the sale of products to the public, maintain an inventory and own and operate distribution equipment; and
      - The amount of fees or commissions charged by the DBE firms for a bona fide service, such as professional, technical, consultant, or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, supplies, delivery of materials and supplies or for furnishing bonds, or insurance, providing such fees or commissions are determined to be reasonable and customary.
   b) The dollar value of services provided by DBEs such as quality control testing, equipment repair and maintenance, engineering, staking, etc.;

c) The dollar value of joint ventures. DBE credit for joint ventures will be limited to the dollar amount of the work actually performed by the DBE in the joint venture;
4. Written and signed documentation of the bidder's commitment to use a DBE contractor whose participation is being utilized to meet the DBE goal; and
5. Written and signed confirmation from the DBE that it is participating in the contract as provided in the prime contractor's commitment.

AFTER PROJECT AWARD AND BEFORE NOTICE TO PROCEED/WORK ORDER IS ISSUED (SEE SECTION 103.06, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

Prime Contractors awarded a federally funded project with a DBE Goal greater than zero will be required to submit a fully executed DBE Subcontract, along with the attached FHWA 1273 and Certificate of Liability Insurance for each DBE Firm submitted as part of the previously approved DBE Utilization Plan (TC 14-35). A signed quote or purchase order shall be attached when the DBE subcontractor is a material supplier or broker.

The Certificate of Liability Insurance submitted must meet the requirements outlined in Section 107.18 of the Standard Specifications for Road and Bridge Construction.

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

CONSIDERATION OF GOOD FAITH EFFORTS REQUESTS

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

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

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

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

FAILURE TO MEET GOOD FAITH REQUIREMENT

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

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

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

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

SANCTIONS FOR FAILURE TO MEET DBE REQUIREMENTS OF THE PROJECT

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

- Suspension of Prequalification;
- Disallow credit toward the DBE goal;
- Withholding progress payments;
- Withholding payment to the prime in an amount equal to the unmet portion of the contract goal; and/or
- Termination of the contract.

PROMPT PAYMENT

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

CONTRACTOR REPORTING

All contractors must keep detailed records and provide reports to the Cabinet on their progress in meeting the DBE requirement on any highway contract. These records may include, but shall not be limited to payroll, lease agreements, cancelled payroll checks, executed subcontracting agreements, etc. Prime contractors will be required to complete and submit a ***signed and notarized*** Affidavit of Subcontractor Payment (TC 18-7) and copies of checks for any monies paid to each DBE subcontractor or supplier utilized to meet a DBE goal. These documents must be completed and signed within 7 days of being paid by the Cabinet.

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

******* IMPORTANT *******

Please mail the original, signed and completed TC (18-7) Affidavit of Subcontractor Payment form and all copies of checks for payments listed above to the following address:

Office for Civil Rights and Small Business Development
6th Floor West 200 Mero Street
Frankfort, KY 40622

The prime contractor should notify the KYTC Office for Civil Rights and Small Business Development seven (7) days prior to DBE contractors commencing work on the project. The contact in this office is Mr. Tony Youssefi. Mr. Youssefi's current contact information is email address – tyousseffi@ky.gov and the telephone number is (502) 564-3601.

DEFAULT OR DECERTIFICATION OF THE DBE

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

PROHIBITION ON TELECOMMUNICATIONS EQUIPMENT OR SERVICES

In accordance with the FY 2019 National Defense Authorization Act (NDAA), 2 CFR 200.216, and 2 CFR 200.471, Federal agencies are prohibited, after August 13, 2020, from obligating or expending financial assistance to obtain certain telecommunications and video surveillance services and equipment from specific producers. As a result of these regulations, contractors and subcontractors are prohibited, on projects with federal funding participation, from providing telecommunication or video surveillance equipment, services, or systems produced by:

- Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities)
- Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities)

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

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

SECTION 7 is expanded by the following new Article:

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

Pursuant to Title 46CFR Part 381, the Contractor agrees

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

PROJECT TRAFFIC COORDINATOR (PTC)

Be advised this project is a significant project pursuant to section 112.03.12.

ASPHALT MIXTURE

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

DGA BASE

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

DGA BASE FOR SHOULDERS

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

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

INCIDENTAL SURFACING

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

FUEL AND ASPHALT PAY ADJUSTMENT

The Department has included the Contract items Asphalt Adjustment and Fuel Adjustment for possible future payments at an established Contract unit price of $1.00. The Department will calculate actual adjustment quantities after work is completed. If existing Contract amount is insufficient to pay all items on the contract with the adjustments, the Department will establish additional monies with a change order.

ASPHALT PAVEMENT RIDE QUALITY CATEGORY A

The Department will apply Pavement Rideability Requirements on this project in accordance with Section 410, Category A.

OPTION A

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

MATERIAL TRANSFER VEHICLE (MTV)

Provide and use a MTV in accordance with Sections 403.02.10 and 403.03.05.

Kentucky Transportation Cabinet
Division of Highway Design
TRAFFIC MANAGEMENT PLAN

County: LAUREL/WHITLEY Item No.: 11-14.80

Federal Project No.: NHPP IM 0752 (104)

Project Description:

Widening of I-75 to 6-Lanes from Milepoint 23.2 to Milepoint 28.9

Roadway Classification: ☐ Urban ☒ Rural

☐ Local ☐ Collector ☐ Arterial ☒ Interstate

ADT (current) 44,564 AM Peak Current _____ PM Peak Current _____ % Trucks 23

Project Designation: ☒ Significant ☐ Other: _____

Traffic Control Plan Design:

Taper and Diversion Design Speeds 55

Minimum Lane Width 11 FT Minimum Shoulder Width 1 FT

Minimum Bridge Width 26 FT

Minimum Radius 4,590 FT Maximum Grade 4%

Minimum Taper Length SEE BELOW Minimum Intersection Level of Service N/A

Existing Traffic Queue Lengths 0 Projected Traffic Queue Lengths 1 MILE

Comments:

From MUTCD, Current Edition
Lane Closure Taper – 55:1, Shifting Taper – 27.5:1

Kentucky Transportation Cabinet
Division of Highway Design
TRAFFIC MANAGEMENT PLAN

Item No. 11-14.80

Discussion:

1) Public Information Plan	
a) Prepare with assistance from ☒ KYTC or ☐ _____	
b) Identify Trip Generators Referenced	f) Railroad Involvement N/A
c) Identify Types of Road Users Referenced	g) Address Pedestrians, Bikes Mass Transit N/A
d) Public Information Message Referenced	h) Address Timing, Frequency, Updates, Effectiveness of Plan Referenced
e) Public Information Strategies to be used Referenced	i) Police & Other Emergency Services Referenced

Kentucky Transportation Cabinet
Division of Highway Design
TRAFFIC MANAGEMENT PLAN

Item No. 11-14.80

2) Temporary Traffic Control Plan (For Each Phase of Construction)
Phase I

Exposure Control Measures		**Positive Protection Measures**	
a) Is Road Closure Allowed Type:	Referenced	a) Address Drop Off Protection Criteria	Referenced
b) Detour Conditions	Referenced	b) Temporary Barrier Requirements	Referenced
c) Working Hour Restrictions	Referenced	c) Evaluation of Existing Guardrail Conditions	Referenced
d) Holiday or Special Event Work Restrictions	Referenced	d) Address Temporary Drainage	Referenced
e) Evaluation of Intersection LOS	N/A	**Uniformed Law Enforcement Officers**	Referenced
f) Evaluation of Queue Lengths	Referenced	**Payment for Traffic Control***	
g) Evaluation of User Costs and Incentives/Disincentives	Referenced	a) Method of Project Bidding	Referenced
h) Address Pedestrians, Bikes, Mass Transit	N/A	b) Special Notes	Referenced
Work Vehicles and Equipment	Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction	

Comments:

Kentucky Transportation Cabinet
Division of Highway Design
TRAFFIC MANAGEMENT PLAN

Item No. 11-14.80

2) Temporary Traffic Control Plan (For Each Phase of Construction) Phase II

Exposure Control Measures		**Positive Protection Measures**	
a) Is Road Closure Allowed Type:	Referenced	a) Address Drop Off Protection Criteria	Referenced
b) Detour Conditions	Referenced	b) Temporary Barrier Requirements	Referenced
c) Working Hour Restrictions	Referenced	c) Evaluation of Existing Guardrail Conditions	Referenced
d) Holiday or Special Event Work Restrictions	Referenced	d) Address Temporary Drainage	Referenced
e) Evaluation of Intersection LOS	N/A	**Uniformed Law Enforcement Officers**	Referenced
f) Evaluation of Queue Lengths	Referenced	**Payment for Traffic Control***	
g) Evaluation of User Costs and Incentives/Disincentives	Referenced	a) Method of Project Bidding	Referenced
h) Address Pedestrians, Bikes, Mass Transit	N/A	b) Special Notes	Referenced
Work Vehicles and Equipment	Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction	

Comments:

Kentucky Transportation Cabinet
Division of Highway Design
TRAFFIC MANAGEMENT PLAN

Item No. 11-14.80

2) Temporary Traffic Control Plan (For Each Phase of Construction) Phase III

Exposure Control Measures		**Positive Protection Measures**	
a) Is Road Closure Allowed Type:	Referenced	a) Address Drop Off Protection Criteria	Referenced
b) Detour Conditions	Referenced	b) Temporary Barrier Requirements	Referenced
c) Working Hour Restrictions	Referenced	c) Evaluation of Existing Guardrail Conditions	Referenced
d) Holiday or Special Event Work Restrictions	Referenced	d) Address Temporary Drainage	Referenced
e) Evaluation of Intersection LOS	N/A	**Uniformed Law Enforcement Officers**	Referenced
f) Evaluation of Queue Lengths	Referenced	**Payment for Traffic Control***	
g) Evaluation of User Costs and Incentives/Disincentives	Referenced	a) Method of Project Bidding	Referenced
h) Address Pedestrians, Bikes, Mass Transit	N/A	b) Special Notes	Referenced
Work Vehicles and Equipment	Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction	

Comments:

Kentucky Transportation Cabinet
Division of Highway Design
TRAFFIC MANAGEMENT PLAN

Item No. _____

APPROVAL:

Project Manager — Date

Type text here

David Fuson — 6/9/25
Project Delivery and Preservation Manager — Date

6/10/2025
Engineering Support Manager — Date

FHWA Representative — Date

Revisions to the TMP require review/approval by the signatories.

MAINTENANCE OF TRAFFIC I-75
TRAFFIC CONTROL NOTES

MAINTENANCE OF TRAFFIC NOTES

1. The Contractor shall maintain a four-lane traveling way on I-75 with a minimum lane width of 11', except where noted. The Contractor shall notify the London/Laurel Dispatch Center, Corbin/Whitley Dispatch Center and Kentucky State Police a minimum of 24 hours in advance of all mainline closures. If police assistance is deemed desirable by the Contractor, payment will be in the "Law Enforcement Officer" bid item.

2. The Contractor will not be allowed to drive or haul construction equipment across the median from one side of the interstate to the other side, unless appropriate Barrier Wall Gates and/or lane closures are installed. All other equipment movements from one side of the interstate to the other shall utilize the nearest interchange. Hauling equipment that uses I-75 shall be restricted to licensed vehicles only. Vehicles shall not park or stop except within work areas designated by the Engineer. Any shoulder used for the deceleration lane and acceleration lane shall be widened and paved to adequately support heavy truck traffic. All expense to construct Barrier Wall Gates including but not limited to signing, widening and surfacing the existing shoulders, delineation, additional temporary barrier wall and crash cushions, and the concrete removal of the access shall be borne by the Contractor and be incidental to the contract.

   The Contractor's vehicles shall always move with and not against the flow of traffic. Vehicles shall enter and leave work areas in a manner which will not be hazardous to or interfere with normal traffic. The design for access gates into and out of the median area are shown within these plans. The location and number of gates shall be approved by the Engineer.

3. On I-75, a minimum of two 11' traffic lanes in each direction shall be maintained at all times except as provided herein. If the Contractor desires to deviate from the traffic control scheme and construction schedule outlined in these plans or in the proposal, an alternate plan shall be presented in writing to the Engineer. This alternate plan can only be used after review and approval of the Division of Traffic, Design, Construction and the FHWA.

   a. ROAD CLOSURE
   When setting beams, removing and setting overhead sign supports, and changing from one traffic pattern to another, traffic may be halted at the nearest interchange for a period not longer than 15 minutes. Road Closures shall be allowed only during hours of "minimum traffic volumes" as described in these Traffic Control Notes. These interruptions to traffic shall not occur more often than once in a period of "minimum traffic volumes" unless normal traffic has been restored in the opinion of the Engineer. The Contractor shall submit in writing, plans for approval by the Department and FHWA for stopping traffic.

   In the notes and the following sequences of construction, the phrase "hours of minimum traffic volumes" is used to specify a time frame in which a roadway can be completely closed between two (2) adjacent interchanges in order to perform a particular construction sequence. Listed below are the periods of time for each day of the week that are to be considered "hours of minimum traffic volumes". Prior to the Contractor performing any construction sequence, he/she must apply in writing to the engineer for approval of the period of time selected. The Engineer may, at his/her discretion, cancel or shorten any period of time before and during a construction sequence. If the Engineer shortens a period of time during a construction sequence, the Contractor must remove all equipment and install all necessary traffic control devices. The time that a roadway is completely closed shall not exceed 15 minutes.

Southbound	Northbound
Mon 8:00 P.M. - Tue 6:00 A.M.	Mon 8:00 P.M. - Tue 6:00 A.M.
Tue 8:00 P.M. - Wed 6:00 A.M.	Tue 8:00 P.M. - Wed 6:00 A.M.
Wed 8:00 P.M. - Thu 6:00 A.M.	Wed 8:00 P.M. - Thu 6:00 A.M.
Thu 10:00 P.M. - Fri 6:00 A.M.	Thu 10:00 P.M. - Fri 6:00 A.M.
Fri 11:00 P.M. - Sat 6:00 A.M.	Fri 11:00 P.M. - Sat 6:00 A.M.
Sat 11:00 P.M. - Sun 6:00 A.M.	Sat 11:00 P.M. - Sun 6:00 A.M.
Sun 11:00 P.M. - Mon 6:00 A.M.	Sun 11:00 P.M. - Mon 6:00 A.M.

   b. LANE CLOSURE
   When construction within 8 feet of the traveled way is in progress and/or when installing barrier wall adjacent to a traveled way, one lane shall be closed. Lane closures shall be allowed only during "hours of low traffic volumes" as described in these Traffic Control Notes. All sign placement shall also be done during "hours of low traffic volume". Once construction adjacent to a traveled way has begun, that construction shall be expedited until complete. Existing guardrail shall be maintained at all times while traffic is in Phase I. If construction cannot be completed in a single-approved period of "hours of low traffic volumes" the Contractor will be required to remove the lane closure and provide the proper signing and delineation for a shoulder closure. Use Standard Drawing TTC-120-Current Edition (Lane Closure Case II) for delineation of open construction areas adjacent to pavement. Drums or Barricades Type II shall be required by the Engineer regardless of closure time and a portable flashing arrow shall be required. Contrary to the Standard Specifications, Lane Closure will not be a bid item on this contract and all signs, delineators, labor, etc. for lane closures will be incidental to the bid item Maintain and Control Traffic.

Southbound	Northbound
Mon 7:00 P.M. - Tue 7:00 A.M.	Mon 7:00 P.M. - Tue 7:00 A.M.
Tue 7:00 P.M. - Wed 7:00 A.M.	Tue 7:00 P.M. - Wed 7:00 A.M.
Wed 7:00 P.M. - Thu 7:00 A.M.	Wed 7:00 P.M. - Thu 7:00 A.M.
Thu 9:00 P.M. - Fri 7:00 A.M.	Thu 9:00 P.M. - Fri 7:00 A.M.
Sun 9:00 P.M. - Mon 7:00 A.M.	Sun 9:00 P.M. - Mon 7:00 A.M.

   c. SHOULDER CLOSURE
   In open construction areas within 30 feet of the edge of a traveled roadway, the shoulder shall be closed unless positive separation has already been provided. Use Standard Drawing TTC-135-Current Edition (Shoulder Closure) for delineation of open construction areas adjacent to pavement. Drums or Barricades Type II may be required by the Engineer regardless of the time of shoulder closure.

   d. HOLIDAYS
   Listed below are dates and times for holidays when lane closures, road closures, or blasting will not be allowed:

2025	
Labor Day	6:00 A.M. August 29, 2025 to 6:00 A.M. September 2, 2025
Bristol Race (Fall)	6:00 A.M. September 10, 2025 to 6:00 A.M. September 15, 2025
Thanksgiving	6:00 A.M. November 26, 2025 to 6:00 A.M. December 1, 2025
Christmas & New Year	6:00 A.M. December 19, 2025 to 6:00 A.M. January 2, 2026
2026	
KEA (Spring Break)	To Be Determined by the Department
Easter	6:00 A.M. April 3, 2026 to 6:00 A.M. April 6, 2026
Memorial Day	6:00 A.M. May 22, 2026 to 6:00 A.M. May 26, 2026
Bristol Race (Spring)	6:00 A.M. June 3, 2026 to 6:00 A.M. June 8, 2026
July 4th	6:00 A.M. July 2, 2026 to 6:00 A.M. July 6, 2026
Labor Day	6:00 A.M. September 4, 2026 to 6:00 A.M. September 8, 2026
Bristol Race (Fall)	6:00 A.M. September 16, 2026 to 6:00 A.M. September 21, 2026
Thanksgiving	6:00 A.M. November 25, 2026 to 6:00 A.M. November 30, 2026
Christmas & New Year	6:00 A.M. December 18, 2026 to 6:00 A.M. January 2, 2027

   Future holiday dates when lane closures will not be allowed shall be determined by the Department if necessary, comparable to above dates. The above dates are subject to change if the Department deems necessary.

   e. BLASTING OPERATIONS
   During blasting operations, traffic may be halted a maximum of 15 minutes per hour to allow the execution of the "shot" and to allow for removal of rock fragments and debris. The Contractor, when using explosive charges of any kind for the purpose of excavating, removal, etc., on this project shall halt all traffic a safe distance on either side of the impending explosion. The Contractor shall immediately inspect the pavements for any debris that may be a hazard to traffic before allowing traffic to proceed on the affected section. When blasting, the Contractor shall halt traffic, blast, clean the existing pavements and return traffic to normal operation in the least amount of time possible. Listed below are the periods of time for each day of the week traffic halts for blasting will be allowed:

Southbound	Northbound
Mon 9:00 A.M. - 3:00 P.M.	Mon 9:00 A.M. - 3:00 P.M.
Tue 9:00 A.M. - 3:00 P.M.	Tue 9:00 A.M. - 3:00 P.M.
Wed 9:00 A.M. - 3:00 P.M.	Wed 9:00 A.M. - 3:00 P.M.
Thu 9:00 A.M. - 3:00 P.M.	Thu 9:00 A.M. - 3:00 P.M.
Fri 9:00 A.M. - 11:00 A.M.	Fri 9:00 A.M. - 11:00 A.M.

4. PAVEMENT EDGE DROP-OFFS
   A pavement edge that traffic is not expected to cross, except accidentally, should be treated as follows:

   Less that two inches - No protection required. Warning signs should be placed in advance and throughout the drop-off area.

   Two to four inches - Plastic drums, vertical panel or barricades every 100 feet on tangent sections for speeds 50 mph or greater. Cones may be used in place of plastic drums, panel and barricades during daylight hours. For tangent sections with speeds less than 50 mph and for curves, devices should be placed every 50 feet. Spacing of devices on tapered sections should be in accordance with the Manual on Uniform Traffic Control Devices, Current Edition.

   Greater than four inches - Positive separation or wedge with 3:1 or flatter slope needed. If there is five feet or more distance between the edge of the pavement and the drop-off, then drums, panel or barricades may be used. If the drop-off is greater than 12 inche, positive separation is storngly encouraged. If concrete barriers are used, special reflective devices or steady burn lights should be used for overnight installations.

   For temporary conditions, drop-offs greater than four inches may be protected with plastic drums, vertical panels or barricades for short distances during daylight hours while work is being done in the drop-off area.

   Lesser treatments than those described above may be considered for low-volume local streets.

   Payment will be allowed for DGA material used for wedging.

5. TRAFFIC CONTROL COORDINATOR

   A Traffic Control Coordinator shall be required on this project.

6. BUFFER ZONE
   Barrels and other traffic control devices will be extended 0.5 miles beyond the project limits on the Northbound and Southbound lanes to create a buffer zone before entering the project area.

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MAINTENANCE OF TRAFFIC I-75
TRAFFIC CONTROL NOTES

7. REMOVAL OF EXISTING PAVEMENT MARKERS
The lenses of the existing pavement markers shall be removed prior to showing a conflicting marking scheme in Phase I when lane line markings are shifted. No direct payment will be allowed for this and will be considered incidental to the "MAINTAIN AND CONTROL TRAFFIC" Bid Item.

8. DOUBLE FINE NOTE:
Locations not routinely protected by a barrier wall are eligible for DOUBLE FINE signs. A highway zone which has barrier wall but in which unusual or hazardous conditions exist which expose the workers to traffic hazards shall be eligible for the placement of the DOUBLE FINE signs. However, the double fine signs shall only be placed in portion of highway work zone where workers are exposed to traffic hazards.

The Contractor shall notify the Project Engineer at least 12 hours prior to using the DOUBLE FINE signs.

The Project Engineer shall contact the "Drive Smart Coordinator" with any project with double fines.

At the beginning of highway work zone, the "FINE DOUBLED IN WORK ZONE" sign will be placed. At the end of the highway work zone, the "END DOUBLE FINE" sign will be placed. The signs shall be removed or covered when the highway work zone does not have workers for more than two (2) hour period of time.

Payment for the signs shall be a unit bid price for sign erected. The moving and covering of signs shall be incidental to "MAINTAIN AND CONTROL TRAFFIC" Bid Item.

9. SPEED LIMIT
The speed limit will be reduced to 55mph in the work zone. Reduce Speed Ahead signs (R2-5A) and 55mph signs (R2-1) shall be installed both Northbound and Southbound. Payment for these signs shall be included in the Bid Item Signs Code 2562.

10. CONCRETE BARRIER WALL DELINEATORS
An estimated quantity of delineators for the existing and permanent concrete barrier walls (mon white and mon yellow) is included on the General Summary. Delineators are to be installed on the existing and permanent barrier walls, bridge barrier walls and temporary barrier walls, prior to shifting traffic next to them. Contrary to the Standard Drawing RBM-020, delineators for permanent barrier walls will be required every 50 feet and delineators on temporary barrier walls will be required every 20 feet.

Delineators placed on the permanent concrete barrier wall shall conform to the location of traffic in each phase. Specifically, during construction Phase III when one lane of traffic is shifted to opposite side of the barrier wall, the delineators placed on the opposing side of the roadway during Phase II will not conform to the Phase III traffic configuration. Likewise in Phase III with the delineators placed in Phase II. After Phase III construction the delineators shall conform to the permanent traffic pattern.

Delineators placed on temporary concrete barrier wall will be incidental to the temporary barrier wall bid item and will become the property of the Contractor at completion of the project.

11. CONSTRUCTION ACCESS (INSIDE TO OUTSIDE)
The proposed location of access opening and the position of the changeable message sign will be approved by the Engineer before being placed in operation.

12. EXISTING RUMBLE STRIPS
The existing rumble strips on the Northbound and Southbound outside shoulder shall be removed prior to shifting traffic in Phase I by milling of 1 1/2" deep and 4 feet wide may be field adjusted to match existing surface layer. This area shall then be overlaid with 1 1/2" CL3 ASPH SURF 0.38D PG 64-22. All exposed areas that have been milled will be replaced with Asphalt before the lane closure can be removed. Quantities for both milling and the asphalt surface have been included in the plans.

13. ROLLING ROADBLOCK
The Contractor shall employ one vehicle per lane, including ramps if necessary, in one direction during hours of low traffic volume at a predetermined speed as determined by the Engineer. Normally the speed shall not be less than 10 mph. There shall be no stopping of the rolling roadblock while advancing to the construction area. Prior to initiating the rolling roadblock the roadway ahead shall be cleared of traffic as directed by the Engineer. The area of influence shall also be sealed off (all on ramps or access intersections closed) by the use of flagpersons and/or contractors vehicles. When the rolling roadblock reaches the construction area traffic may be stopped for 15 minutes to clean debris from the demolition. The process can be repeated after all traffic has cleared the construction area as directed by the Engineer. The contractor shall be responsible for all repairs or replacement of existing pavement damaged during the substructure removal.

14. LIQUIDATED DAMAGES AND DISINCENTIVES
The following damages will be assessed if road closures are kept for longer than 15 minutes:

15 minutes to 30 minutes: $2,000.00
30 minutes to 45 minutes: $4,000.00
45 minutes to 60 minutes: $8,000.00

All road closures longer than 60 minutes will be assessed damages of $4,000.00 per hour or fraction thereof. Damages for any fraction of an hour will be charged at the full $4,000.00 hourly rate. Interruptions to traffic shall not occur more than once in a period of permitted road closures unless normal traffic flow has been restored and the Engineer approves another road closure.

The contractor shall submit in writing plans for stopping traffic which will be reviewed for approval by the Department of Highways and the FHWA.

A disincentive fee of $2,000.00 per lane closure per hour will be charged for the first hour or fraction of an hour that two lanes in each direction of I-75 are not open excepting for the permitted hours as defined as "Hours of Low Traffic Volume". The $2,000.00 per lane closure per hour disincentive also will be assessed for any single lane closure not specifically permitted in the traffic control plan. Lane closures in place for more than one hour in excess of permitted hours will be charged disincentive fees at a higher rate. The disincentive fee for the second hour of lane closure in place beyond permitted hours will be $4,000.00 per lane closure per hour. The disincentive fee for the third hour of lane closure in place beyond permitted hours and for any additional hour or portion of an hour will be $8,000.00 per lane closure per hour.

Lane closure liquidated damages shall be in addition to the above road closure liquidated damages for the duration of the project.

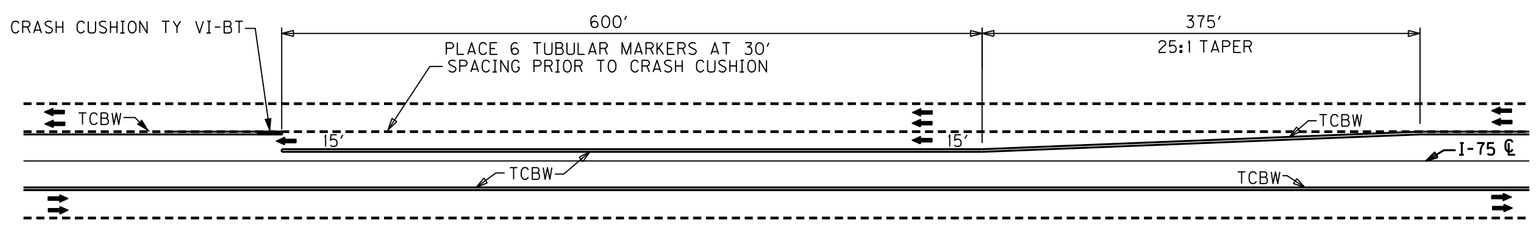
Lane Closure and Road Closure liquidated damages are in addition to any project liquidated damages assessed due to project completion.

15. CONSTRUCTION OF KY 1259 AND KY 312 OVERPASS BRIDGES
The Contractor MUST demolish and build the KY 1259 bridge completely prior to any work being started on the KY 312 existing bridge. The Contractor will be allowed 90 calendar days to complete the KY 1259 bridge replacement, including but not limited to : removal of the existing KY 1259 bridge, construction of the new structure, all work necessary for the road approaches to allow traffic to utilize the new bridge. The Contractor shall give the Engineer a minimum of 2 weeks notice to the Engineer prior to any road closure on KY 1259.

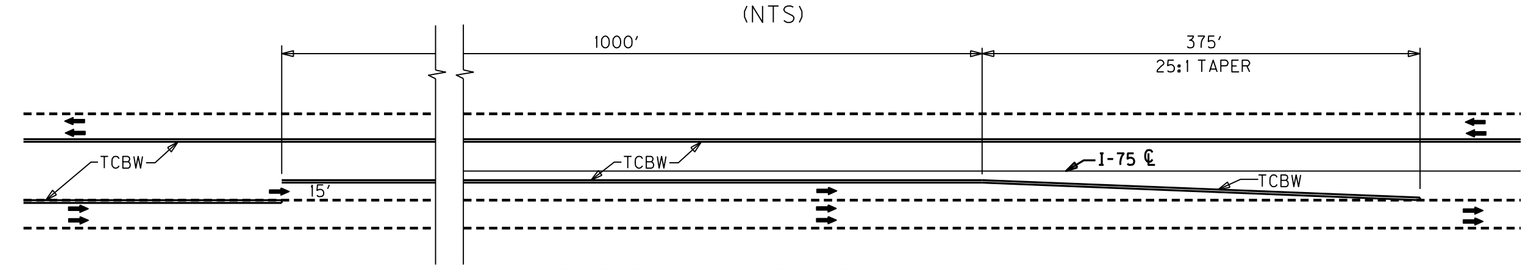
Liquidated damages will be assesed as follows: $5,000/day beyond the 90 calendar day allowance. The 90 calendar days begins when the KY 1259 road closes.

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CONSTRUCTION ACCESS DETAILS

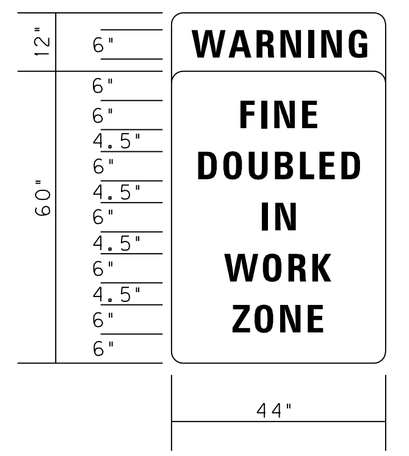


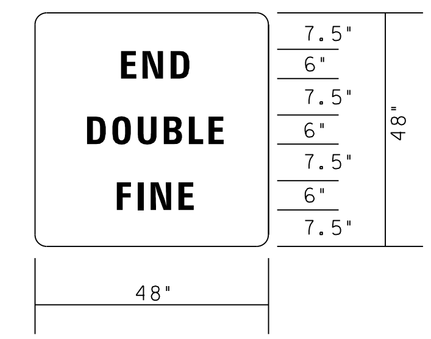
ENTRANCE TO CONSTRUCTION AREA
(NTS)

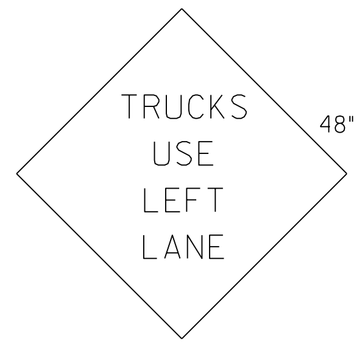


EXIT FROM CONSTRUCTION AREA
(NTS)

SIGN DETAIL EXAMPLE
(SEE NOTES)







48" X 48"

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

MAINTENANCE OF TRAFFIC NOTES

ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. R88

MAINTENANCE OF TRAFFIC I-75
TRAFFIC CONTROL NOTES

This project involves the construction of a new six-lane highway to replace the existing I-75. This project will require partial-width construction to maintain traffic because most of the new route overlaps the existing road. Approximately 1.1 miles of the I-75 is bifurcated.

GENERAL NOTES

Traffic shall be maintained in accordance with the Manual on Uniform Traffic Control Devices, the Standard Specifications for Road and Bridge Construction and the Standard Drawings (Current Editions). The temporary construction speed limit shall be posted at 55 MPH. Double fines shall also be posted on the project.

A Law Enforcement Officer mayl be required on this project as directed by the Engineer, which payment shall be made through the "Law Enforcement Officer" bid item.

During blasting operations, traffic may be stopped a maximum of 15 minutes per hour to allow execution of the "blast" and allow for removal of rock fragments and debris. Blasting shall occur within the times listed in the closure schedule. A second closing for blasting will not occur before Interstate traffic has been restored to normal flow as determined by the Engineer.

No direct payment will be made for lane closures. All lane closures (long-term or short-term) will be incidental to the Lump Sum bid item "MAINTAIN & CONTROL TRAFFIC".

All removal of pavement markings/striping will be incidental to "MAINTAIN & CONTROL TRAFFIC" bid item. Any necessary removal from final surface layer must be done by water blasting.

PORTABLE CHANGEABLE MESSAGE SIGN

The contractor shall furnish and maintain four (4) changeable message signs. The contractor shall install, operate and maintain the changeable Message Signs through the completion of the project. They shall be placed in a location designated or approved by the Engineer. The changeable message signs will be in accordance with "Special Note for Portable Changeable Message Signs". The Portable Changeable Message Signs will remain the property of the Contractor after construction is finished.

TEMPORARY STRIPING

Phase I
After existing stripes are removed, temporary stripes shall be placed per the Maintenance of Traffic plans.

Phase II
White Stripes shall be painted on the newly constructed inside shoulder, driving lane, and median cross-overs to maintain two lanes of travel in one direction. The other direction shall be maintained on Phase I construction.

Phase III
Remove temporary striping in the median cross-overs and restripe to cross-over traffic from the other direction. A yellow stripe, a skip line, and a white stripe shall be painted on the newly constructed lanes and outside shoulder to maintain two lanes of travel.

CONSTRUCTION DURING TRAFFIC SHIFTS

Contractor shall not perfom any construction activities adjacent to a traveled lane until all permanent or temporary barrier walls have been installed and approved by the Engineer.

ON RAMP ACCELERATION CONSTRUCTION

A 1,000-foot long acceleration lane shall be built during each traffic control phase at the following on ramps: Exit 25 Ramp B, Exit 25 Ramp D and Exit 29 Ramp B. The contractor shall be allowed two (2) calendar days to build each acceleration lane. In the event the contractor does not adhere to this schedule liquidated damages similar to the Lane Closures shall apply.

CONSTRUCTION PHASING

Phase I

Temporary concrete barriers shall be placed on the inside edge of the existing driving lanes. Traffic will be maintained on existing driving lanes narrowed to 11 feet.

Constructed this Phase:
- Common Median & Bifurcated Sections
- Grade, drain and base course construction through final base course shall be performed in the median for Mainline and Median cross-over.
- Construct US 25W Bridge part width
- Construct KY 727 Bridge part width
- Construct KY 1259 Bridge full width (With Road Closure)
- Construct KY 312 Bridge part width (Maintain one traffic lane at all times)
- Construct Median Crossover #1
- Construct N.B. Lynn Camp Creek Bridge part width
- Construct US 25E Bridge part width

Contractor shall not construct the KY 1259 and KY 312 bridges concurrently. Work on both structures will not be allowed concurrently due to KY 312 will be the detour route when the KY 1259 sturcture is being built.

Phase I-A

KY 312 traffic shall be shifted to the newly constructed bridge, maintaining one traffic lane at all times. The remainder of the existing bridge superstructre for the KY 312 overpass will be removed, along with the median pier. The new KY 312 median pier shall be constructed during this phase.
- KY 312 traffic shifted to new bridge construction in Phase I.

Constructed this Phase:
- Construct KY 312 median bridge pier.

Phase II

The temporary concrete barriers adjacent to the southbound lanes shall be relocated to the previously constructed base course and traffic maintained as follows:
- Sta. 1257+50 to 1485+75 & Sta. 1557+50 to 1565+00
- Southbound traffic shall be maintained on the newly constructed area, one lane on each side of the Permanent Median Barrier.
- Sta. 1485+75 to 1557+50
- Two adjacent 11 foot southbound lanes on newly constructed northbound lanes.
- Two adjacent 11 foot northbound lanes on existing northbound lanes.
- 1565+00 to end of Construction
- Two adjacent 11 foot southbound lanes on newly constructed southbound pavement.
- Northbound traffic shall be maintained the same as Phase I.
- KY 1259 traffic open to new bridge and approaches.
- KY 312 traffic shifted to new bridge construction in Phase I and Phase I-A.

Constructed this Phase:
- Common Median & Bifurcated Sections
- Complete grade, drain and base course construction through final base course to southbound lanes.
- Construct Southbound Bridges over US25W, KY 727 and US 25E part width.
- Construct Southbound bridge of Lynn Camp Creek full width with no traffic.
- Construct remainder of KY 312 bridge part width.
- Construct Exit 25 Ramp B & C under traffic.
- Construct Exit 29 Ramp B under traffic.
- Construct KY 312 and approaches under traffic.

Phase II-A

Constructed this Phase:
- Complete Exit 25 Ramp B & C.
- Complete Exit 29 Ramp B.

Phase III

The temporary concrete barriers adjacent to the northbound lanes shall be relocated to the previously constructed base course and traffic maintained as follows:
- Sta. 1257+50 to 1485+75 & Sta. 1557+50 to 1565+00
- Southbound traffic shall be maintained on newly constructed lanes from Phase 2.
- Northbound traffic shall be maintained on the previously constructed area, one lane on each side of the Permanent Median Barrier.
- Sta. 1485+75 to 1557+50
- Two adjacent 11 foot northbound and southbound lanes maintained on inside lanes in bifurcated section.
- 1565+00 to end of Construction
- Two adjacent 11 foot southbound lanes on pavement constructed in Phase II.
- Two adjacent 11 foot northbound lanes shall be maintained on pavement constructed in Phase I.
- KY 312 traffic opened to new bridge and approaches.

Constructed this Phase:
- Common Median & Bifurcated Sections
- Complete grade, drain and base course construction through final base course to northbound lanes.
- Construct Northbound Bridges over US25W, KY 727 and US25E part width.
- Construct Northbound Bridge over Lynn Camp Creek part width.
- Construct Exit 25 Ramp A & D under traffic.
- Construct Exit 29 Ramp A under traffic.

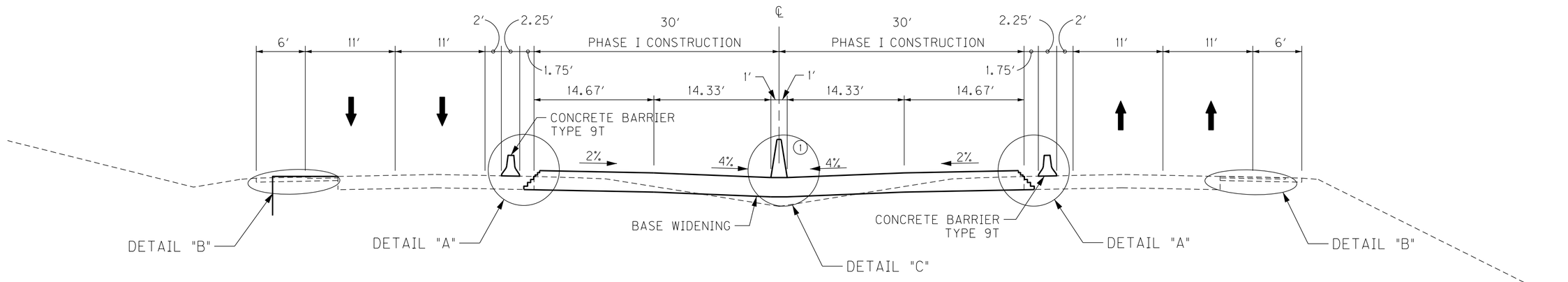
Phase III-A

Constructed this Phase:
- Complete Exit 25 Ramp A & D.
- Complete Exit 29 Ramp A.

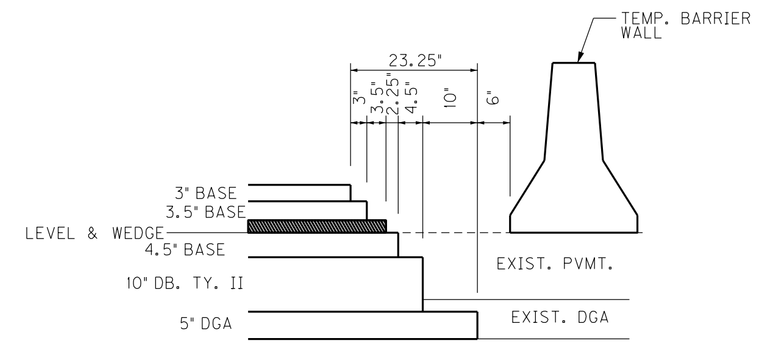
Phase IV

Project surfacing completed under traffic.
No final surface shall be completed at night.

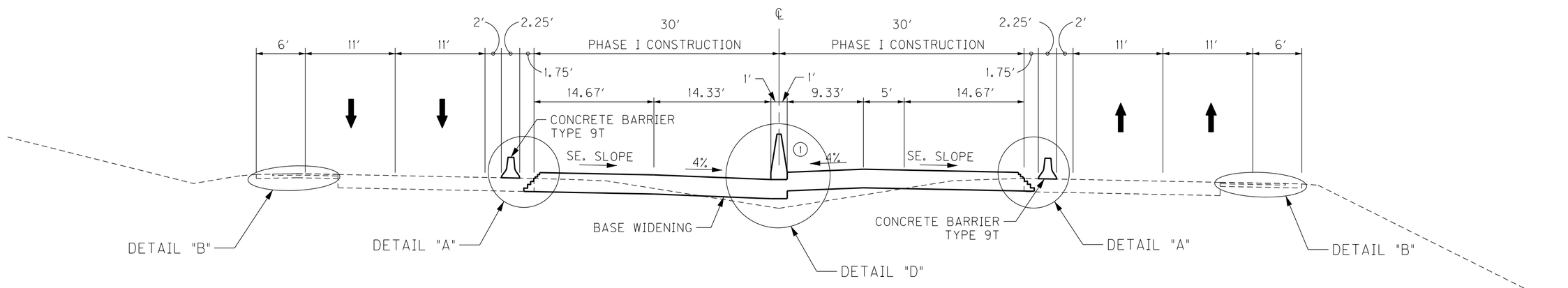
MAINTENANCE OF TRAFFIC I–75
PHASE I COMMON MEDIAN



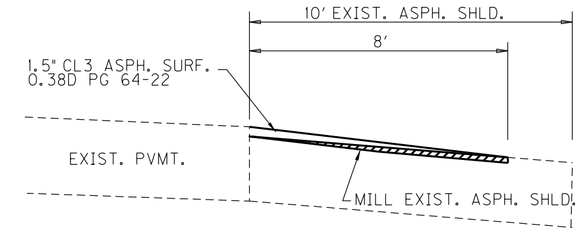
NORMAL SECTION



DETAIL "A"

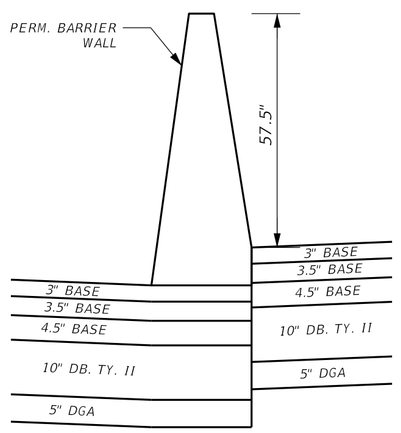


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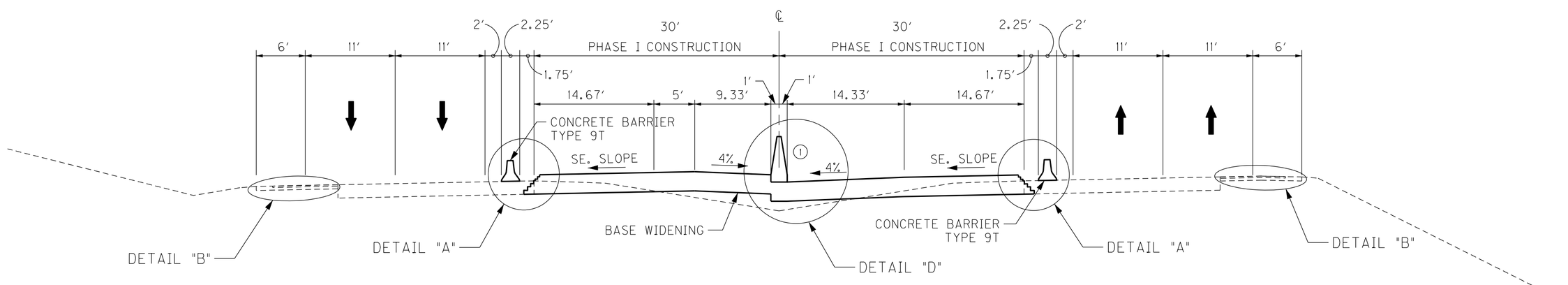


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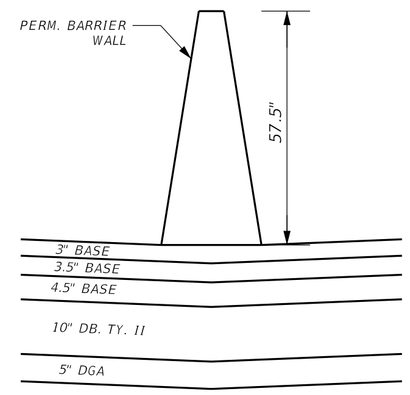
PROVIDE SMOOTH TRANSITION FROM EXIST PVMT. TO EXIST. ASPH. SHLD.



DETAIL "D"



SUPERELEVATED LEFT



DETAIL "C"

① CONSTRUCT PERMANENT MEDIAN BARRIER THIS PHASE:
STA. 1265+50 TO STA. 1485+50
STA. 1557+75 TO STA. 1562+00

Contract ID: 251016
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COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

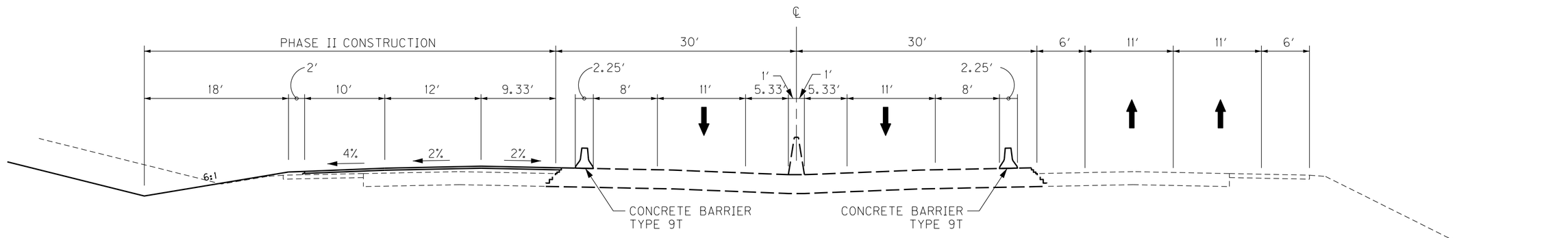
TEAM KENTUCKY

MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

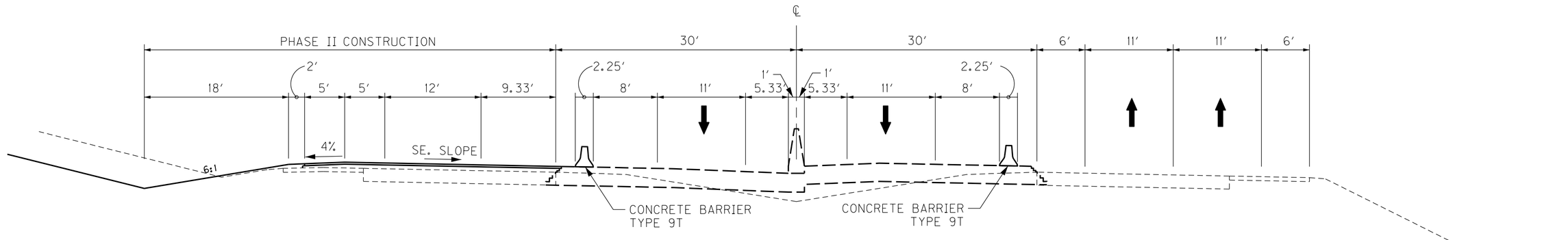
ITEM NO. 11-14.80 COUNTY OF Laurel/Whitley

SHEET NO. R90

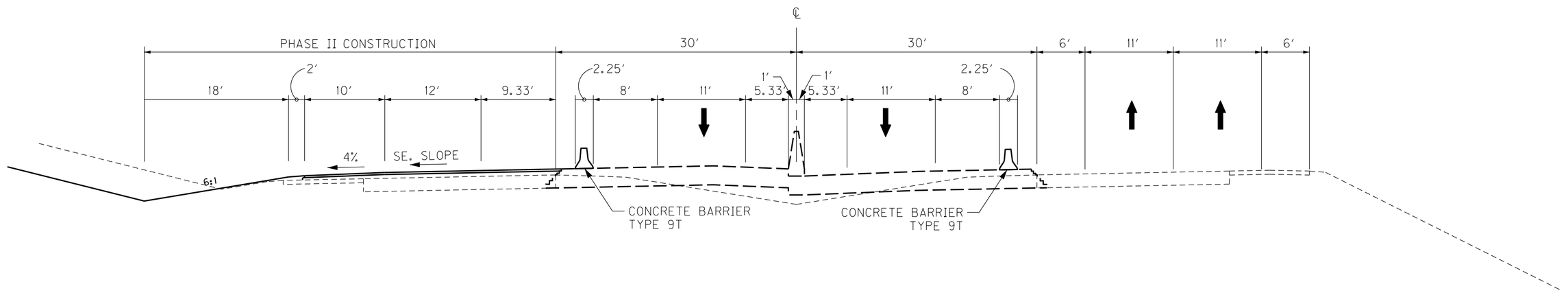
MAINTENANCE OF TRAFFIC I–75
PHASE II COMMON MEDIAN



NORMAL SECTION



SUPERELEVATED RIGHT



SUPERELEVATED LEFT

Contract ID: 251016
Page 31 of 287

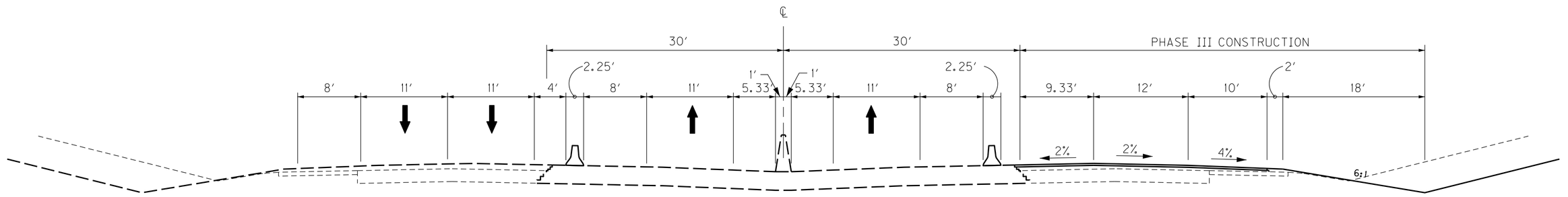
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY. TRANSPORTATION CABINET

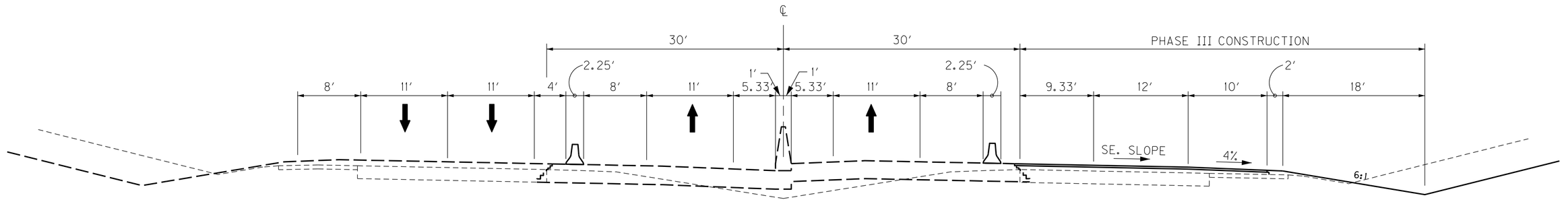
MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. R91

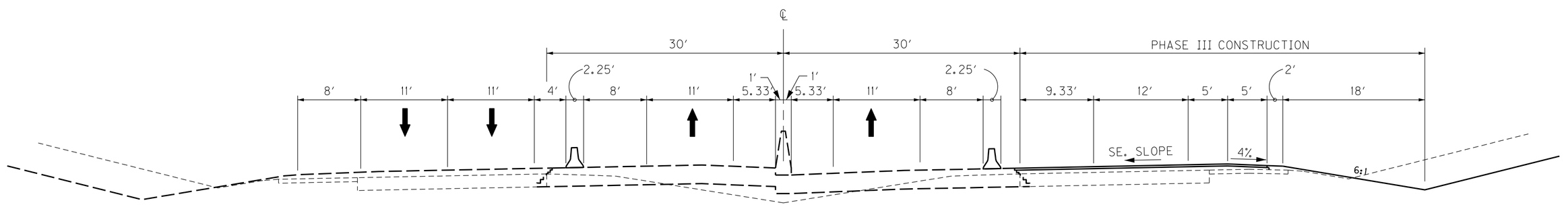
MAINTENANCE OF TRAFFIC I–75
PHASE III COMMON MEDIAN



NORMAL SECTION



SUPERELEVATED RIGHT



SUPERELEVATED LEFT

Contract ID: 251016
Page 32 of 287

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

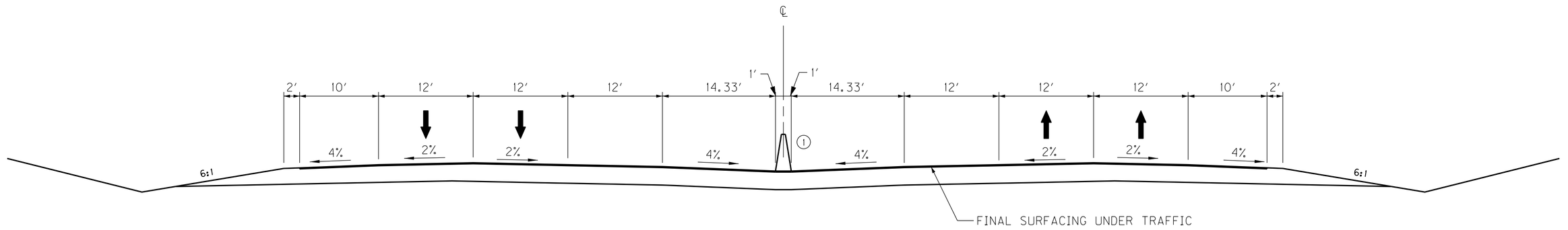
TEAM KENTUCKY
TRANSPORTATION CABINET

MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

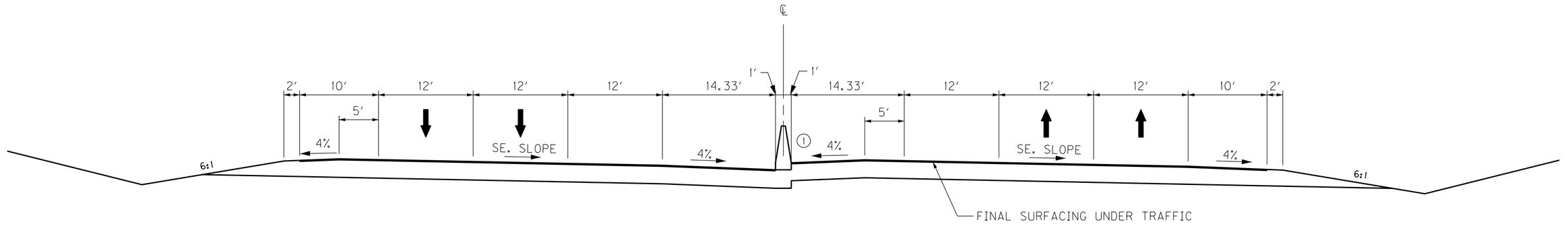
LAUREL-WHITLEY COUNTIES
12160-2016-NHPP

ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. R92

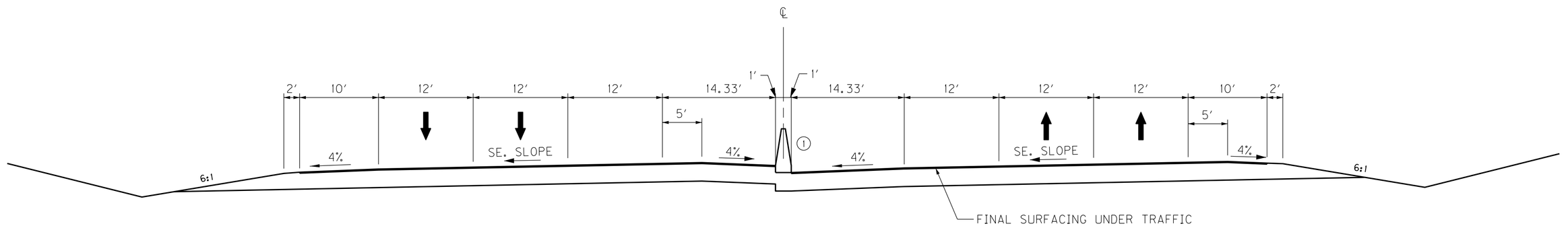
MAINTENANCE OF TRAFFIC I–75
PHASE IV COMMON MEDIAN



NORMAL SECTION



SUPERELEVATED RIGHT



SUPERELEVATED LEFT

Contract ID: 251016
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① CONSTRUCT PERMANENT MEDIAN BARRIER THIS PHASE:
STA. 1260+50 TO STA. 1265+50
STA. 1485+50 TO STA. 1489+00
STA. 1535+00 TO STA. 1557+75
STA. 1562+00 TO STA. 1569+29

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

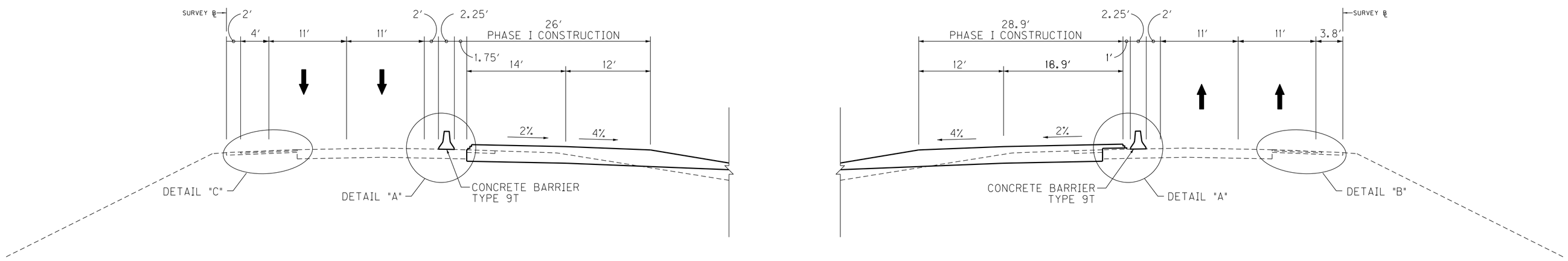
MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

LAUREL-WHITLEY COUNTIES
12160 3D016-NHPP

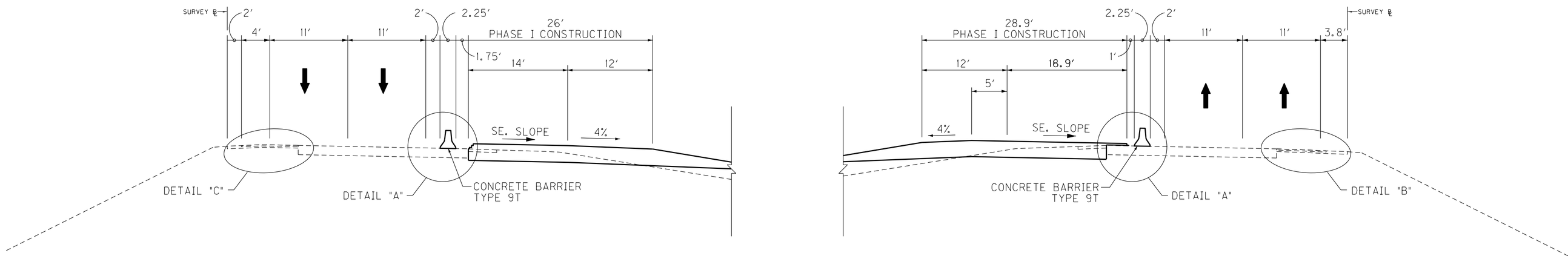
ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. R93

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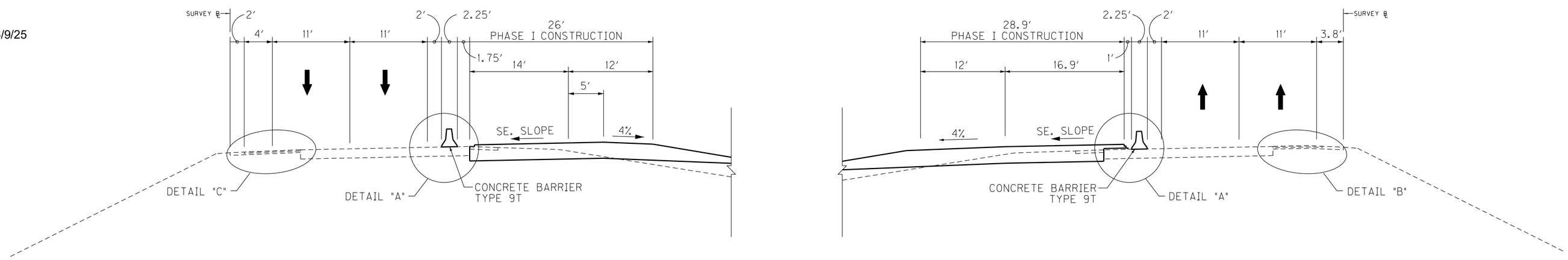
MAINTENANCE OF TRAFFIC I–75
PHASE I BIFURCATED SECTION



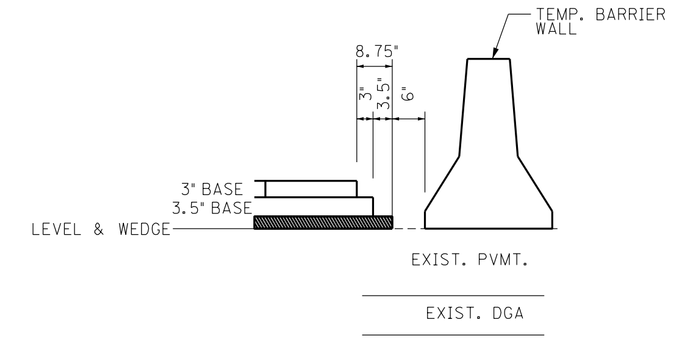
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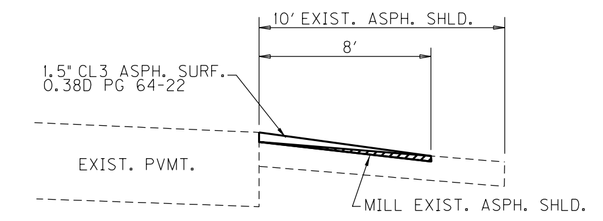
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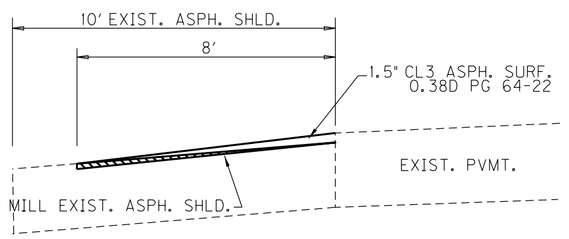


DETAIL "A"



DETAIL "B"

PROVIDE SMOOTH TRANSITION FROM
EXIST PVMT. TO EXIST. ASPH. SHLD.



DETAIL "C"

PROVIDE SMOOTH TRANSITION FROM
EXIST PVMT. TO EXIST. ASPH. SHLD.

Contract ID: 251016
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6/9/25

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

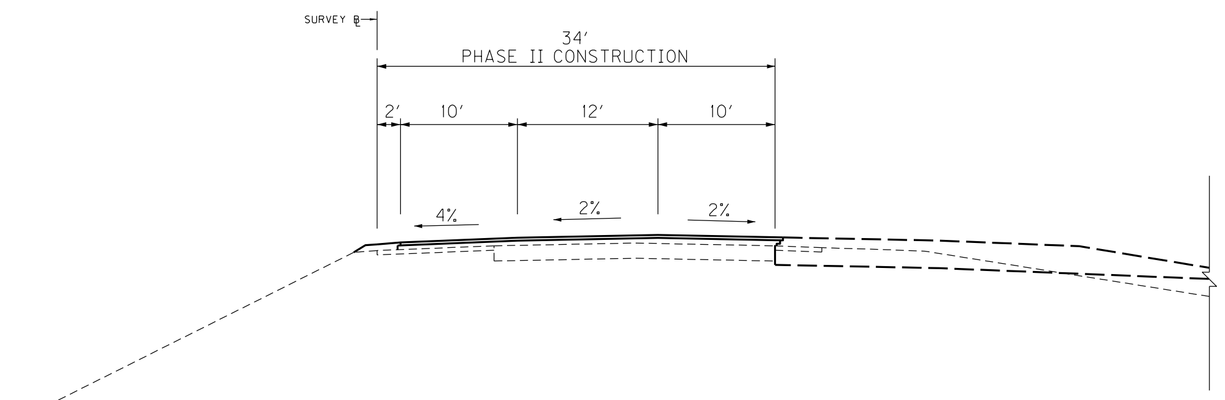
TEAM KENTUCKY
TRANSPORTATION CABINET

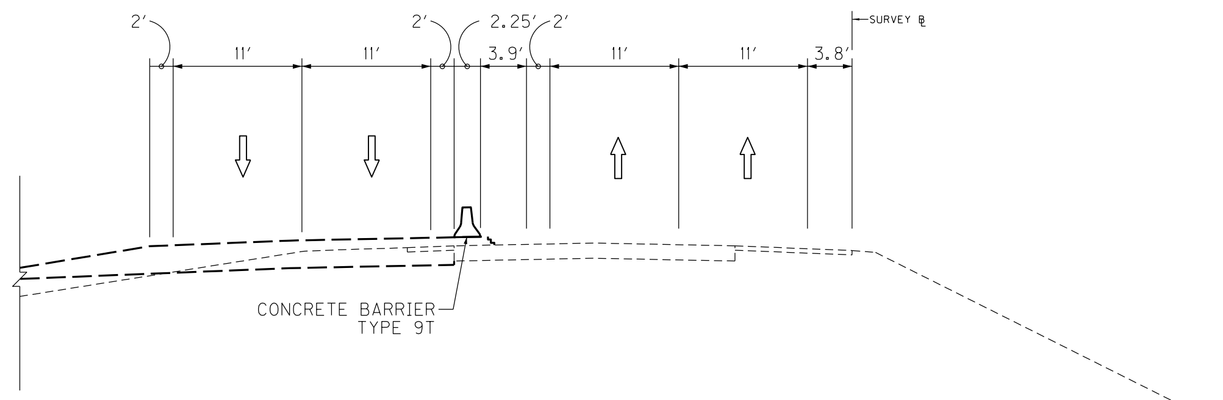
MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

LAUREL-WHITLEY COUNTIES
12216-0016-NHPP

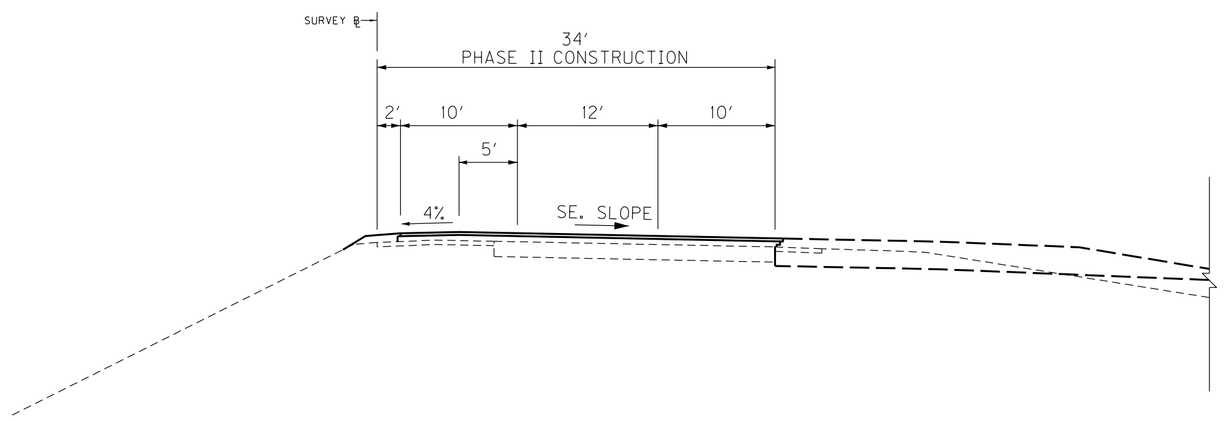
ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. R94

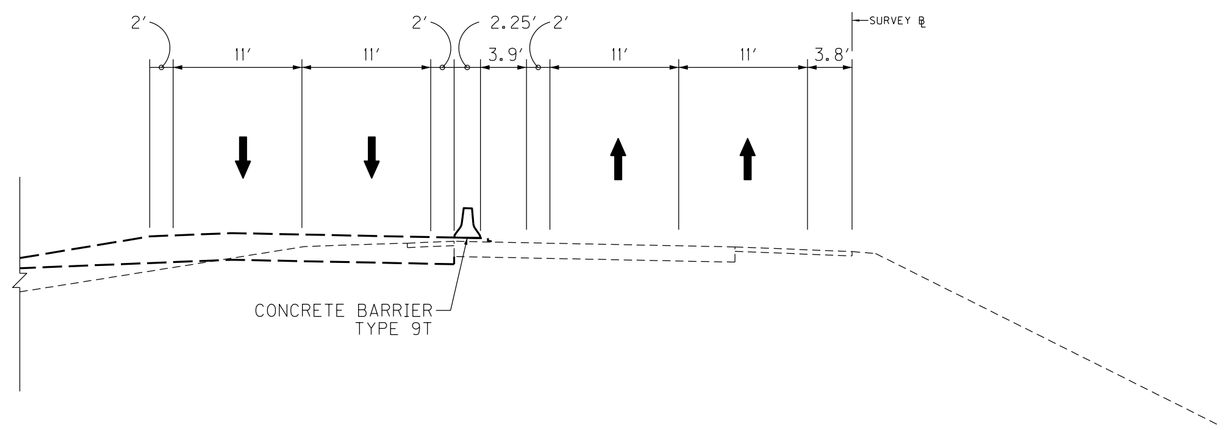
MAINTENANCE OF TRAFFIC I–75
PHASE II BIFURCATED SECTION



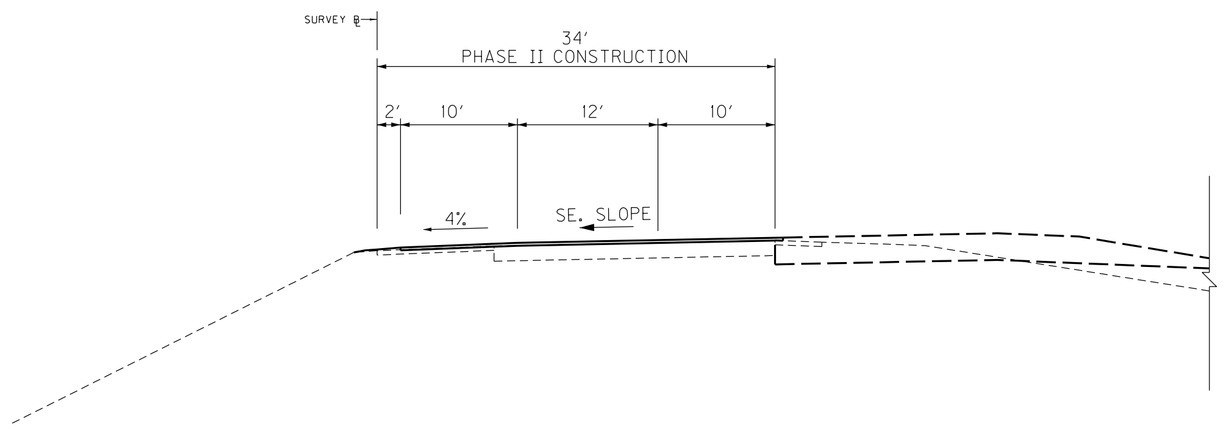


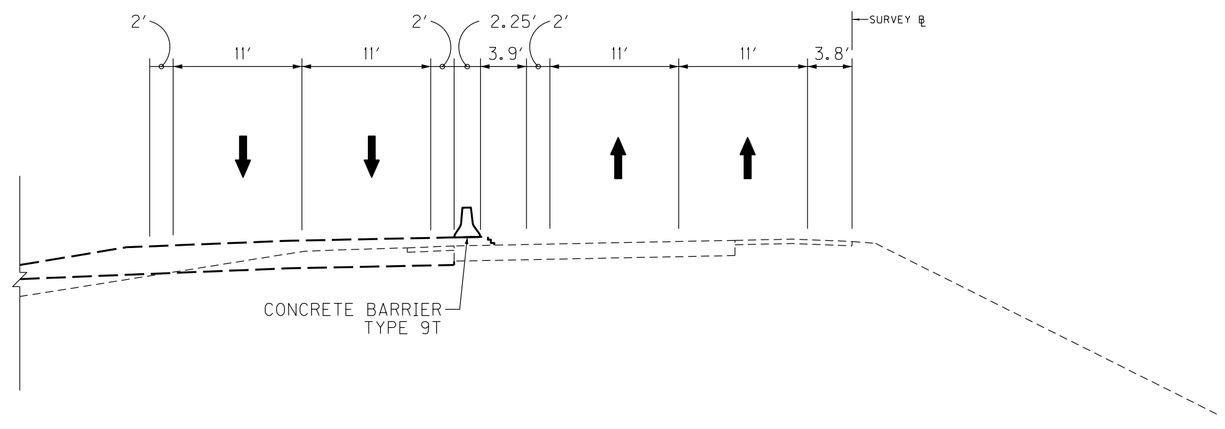
NORMAL SECTION





SUPERELEVATED RIGHT





SUPERELEVATED LEFT

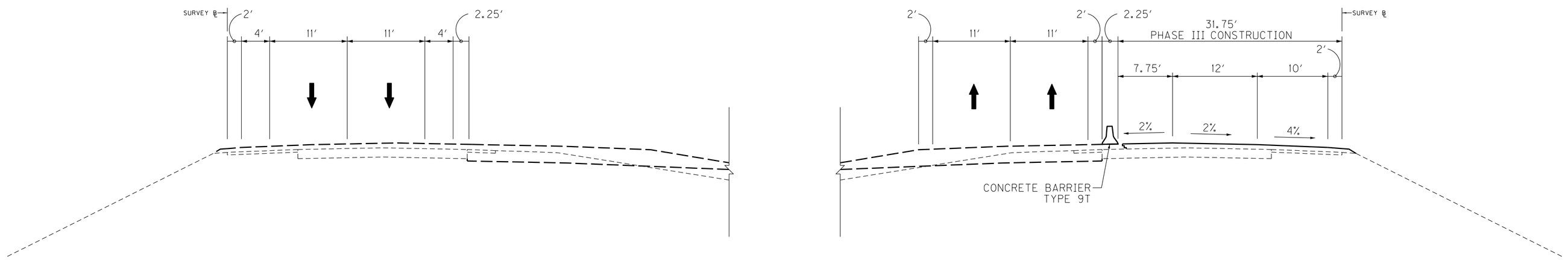
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

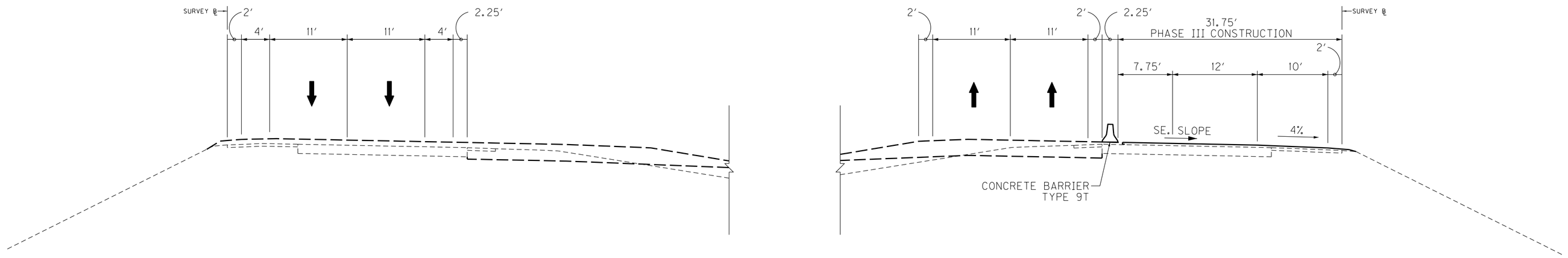
LAUREL - WHITLEY COUNTIES
12216 0020 16-NHPP

ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. R95

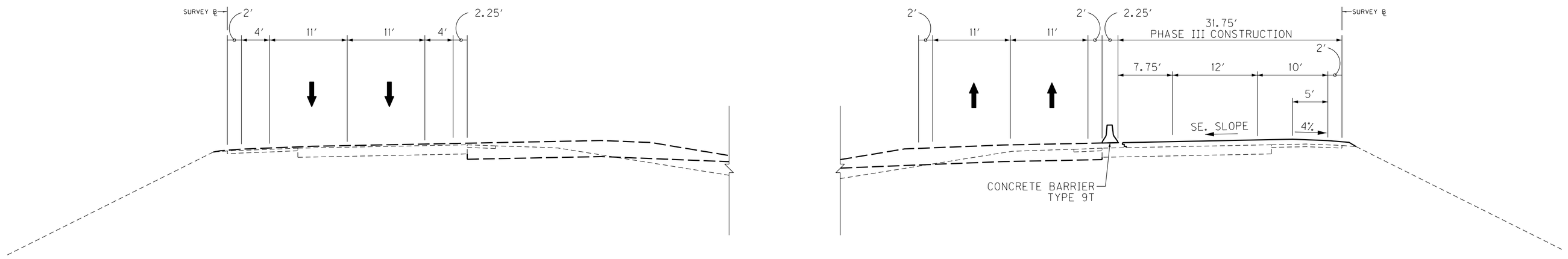
MAINTENANCE OF TRAFFIC I–75
PHASE III BIFURCATED SECTION



NORMAL SECTION



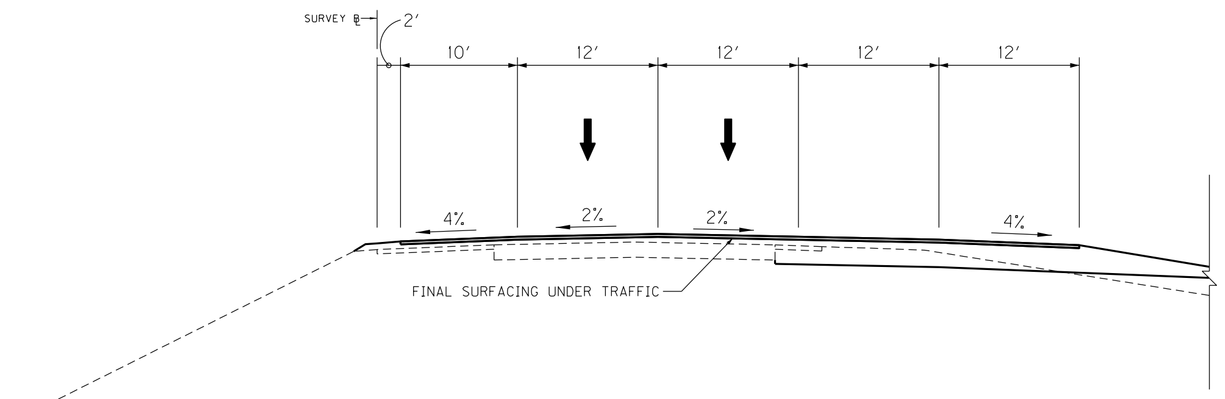
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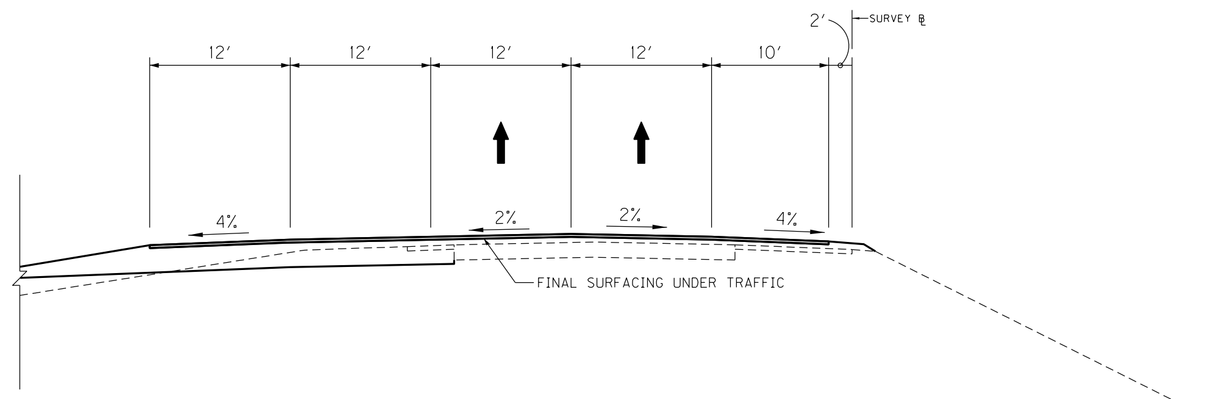


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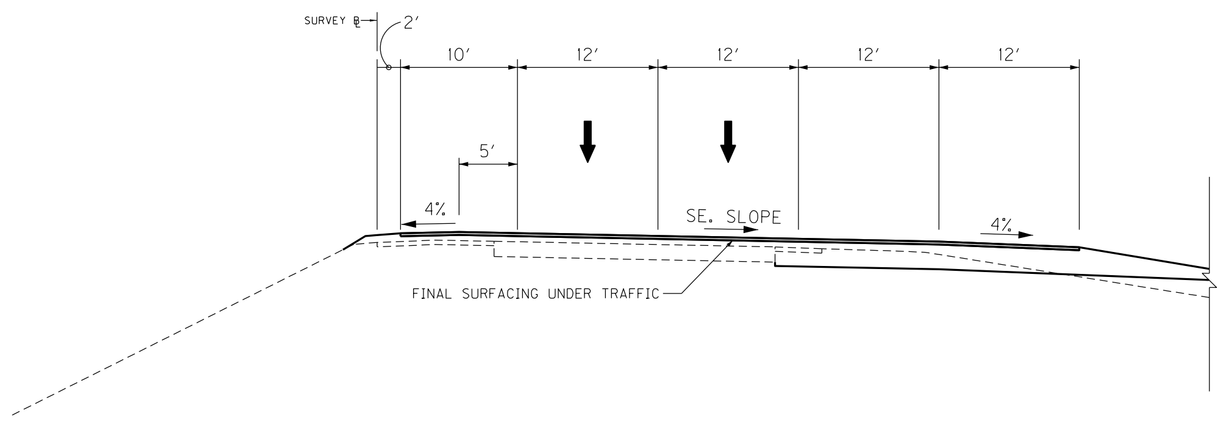
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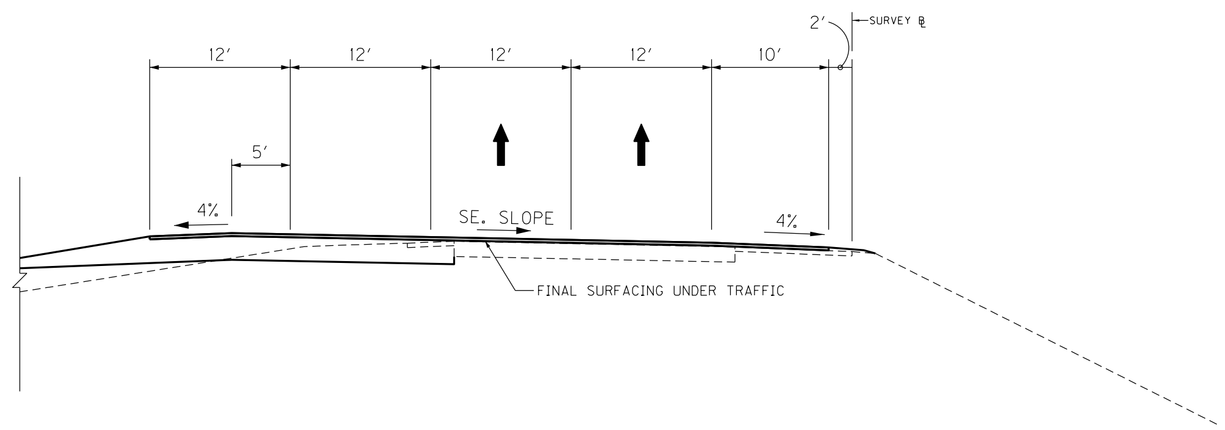
MAINTENANCE OF TRAFFIC I–75
PHASE IV BIFURCATED SECTION



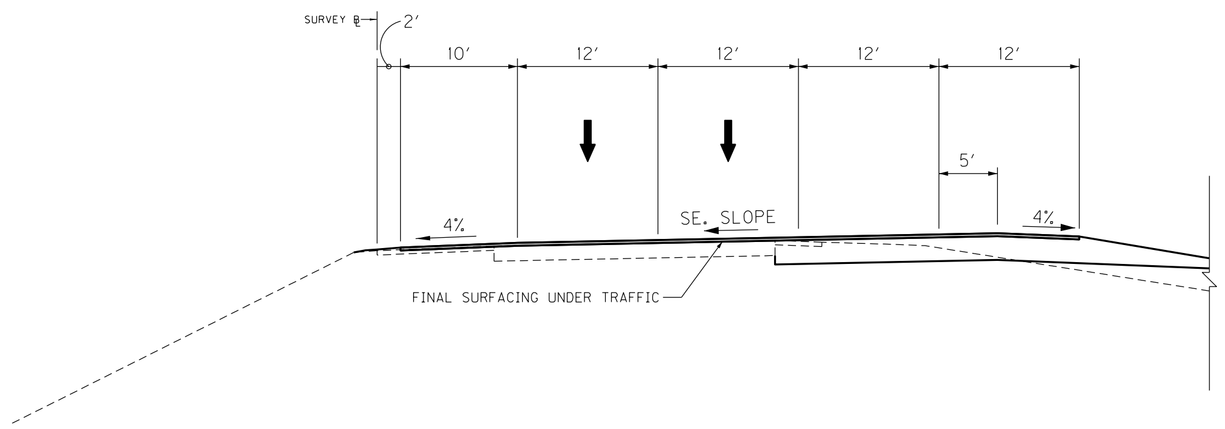


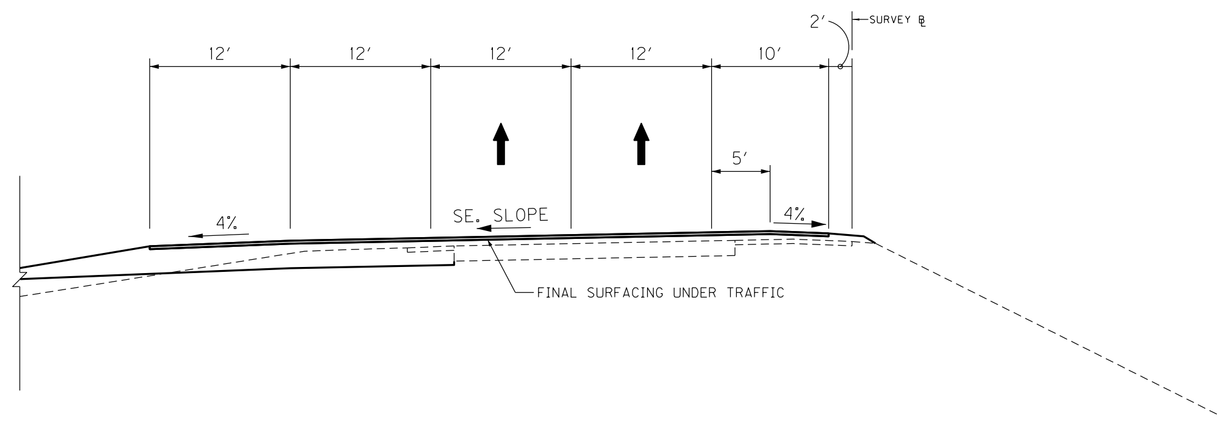
NORMAL SECTION





SUPERELEVATED RIGHT



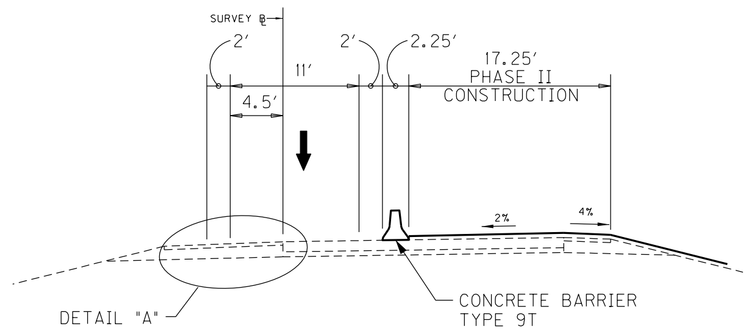


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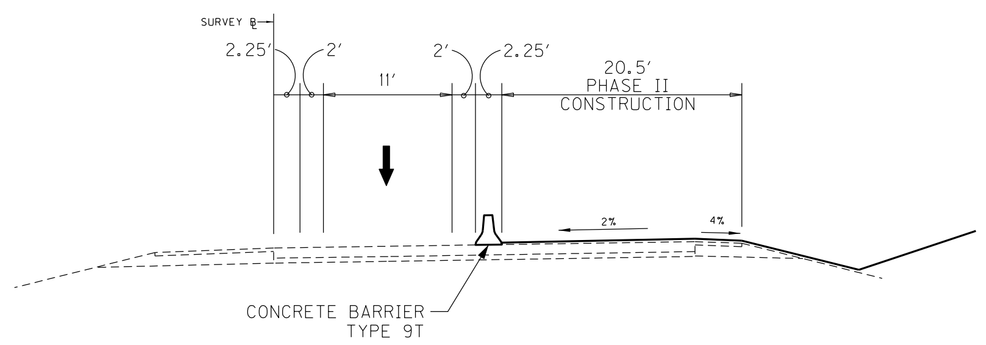
Contract ID: 251016
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MAINTENANCE OF TRAFFIC I–75
EXIT 25 & 29 RAMPS – PHASE II

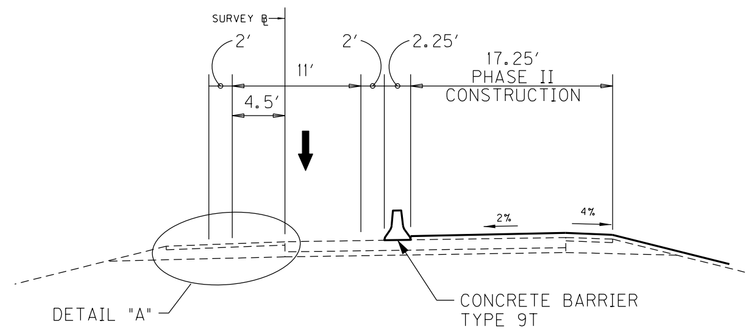
EXIT 25 RAMP B
PHASE II



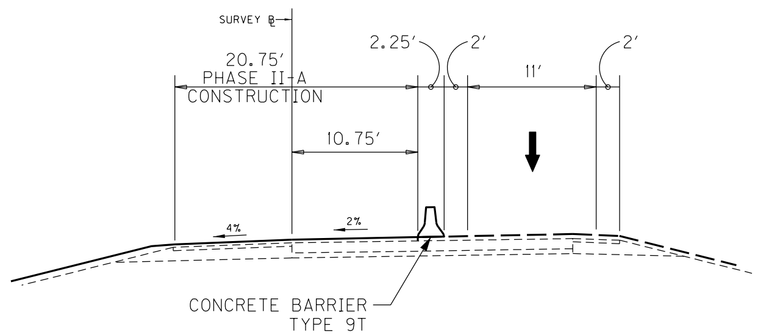
EXIT 25 RAMP C
PHASE II



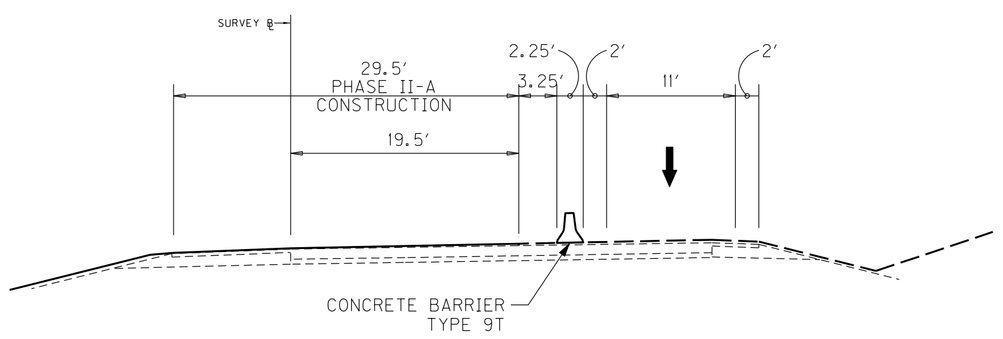
EXIT 29 RAMP B
PHASE II



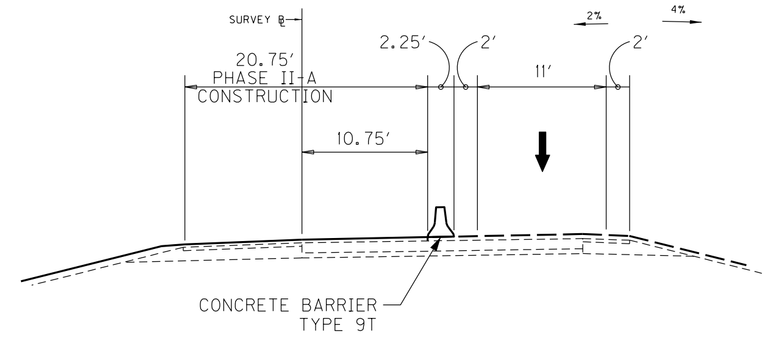
EXIT 25 RAMP B
PHASE II–A

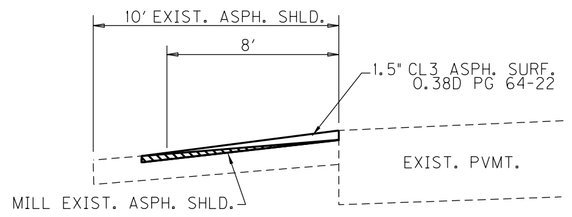


EXIT 25 RAMP C
PHASE II–A



EXIT 29 RAMP B
PHASE II–A





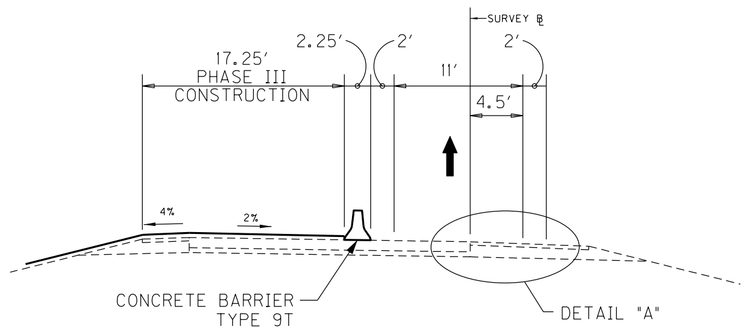
DETAIL "A"

PROVIDE SMOOTH TRANSITION FROM
EXIST PVMT. TO EXIST. ASPH. SHLD.

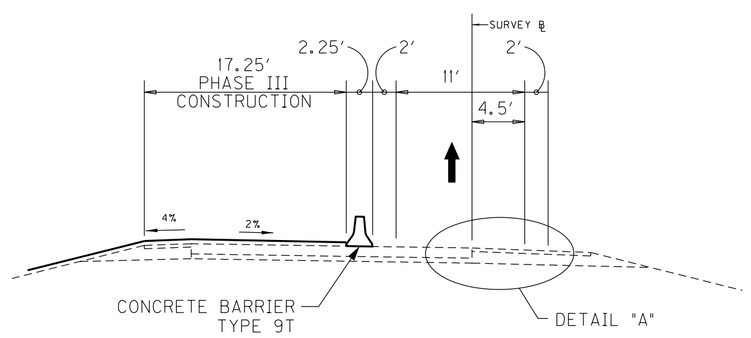
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MAINTENANCE OF TRAFFIC I–75
EXIT 25 & 29 RAMPS – PHASE III

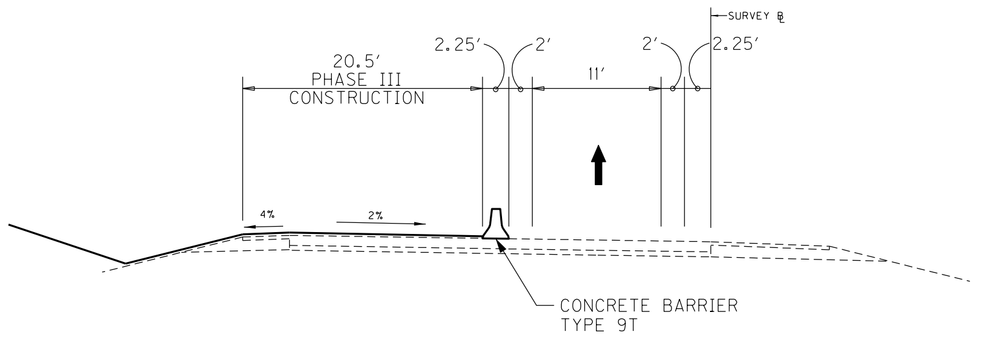
EXIT 25 RAMP A
PHASE III



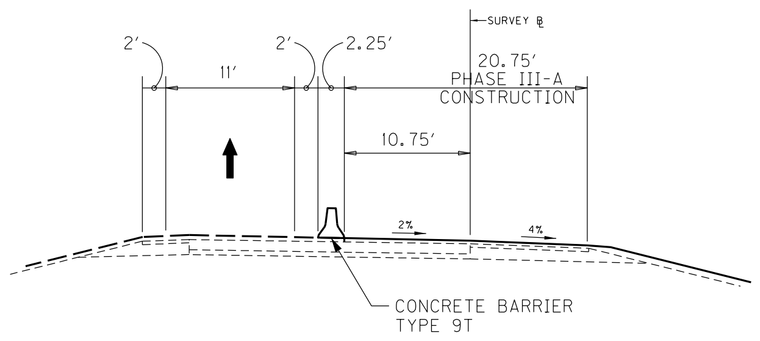
EXIT 25 RAMP D
PHASE III



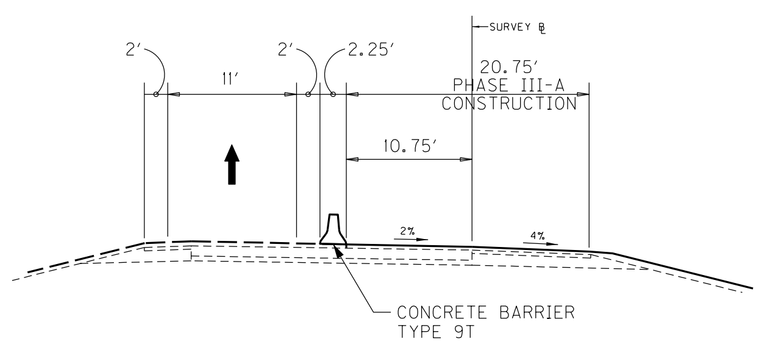
EXIT 29 RAMP A
PHASE III



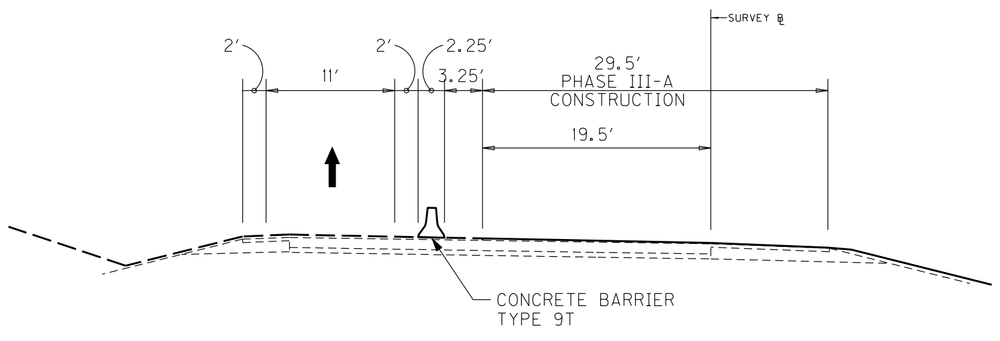
EXIT 25 RAMP A
PHASE III–A

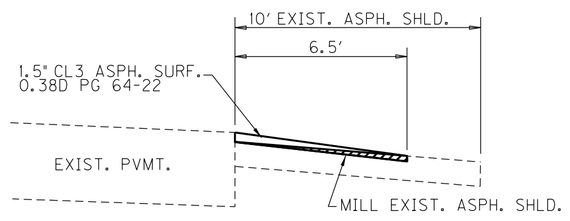


EXIT 25 RAMP D
PHASE III–A



EXIT 29 RAMP A
PHASE III–A





DETAIL "A"

PROVIDE SMOOTH TRANSITION FROM
EXIST PVMT. TO EXIST. ASPH. SHLD.

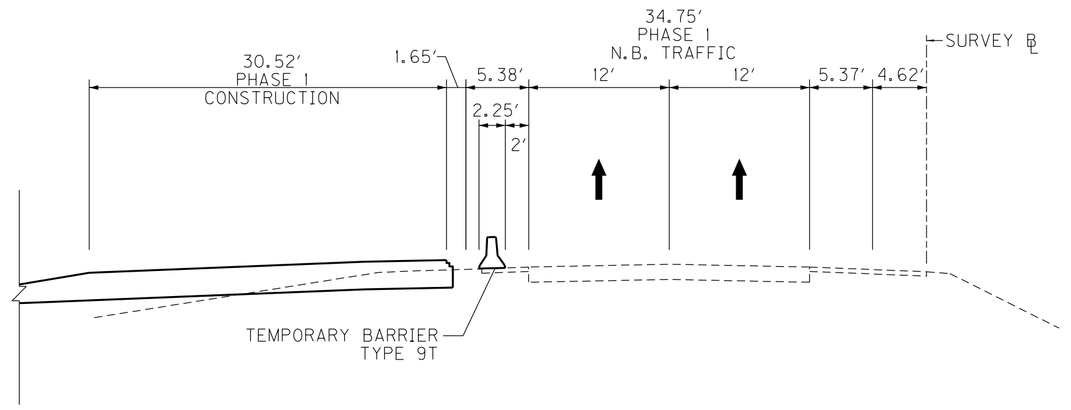
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

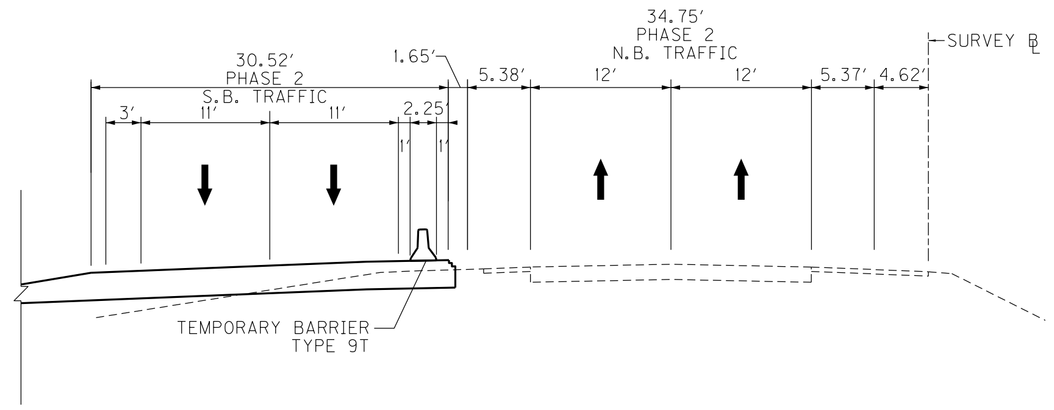
ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. R99

OpenRoads Designer v10.16.2.267 USER: mwirtzberger FILE NAME: J:\12216 - I-75 LAUREL-WHITLEY COUNTIES - 2022\50 - PLAN SHEETS\10 - ROADWAY\50 - DETAIL SHEETS\10 - MAINTENANCE OF TRAFFIC\I-75 MOT TYPICAL SECTIONS.DGN

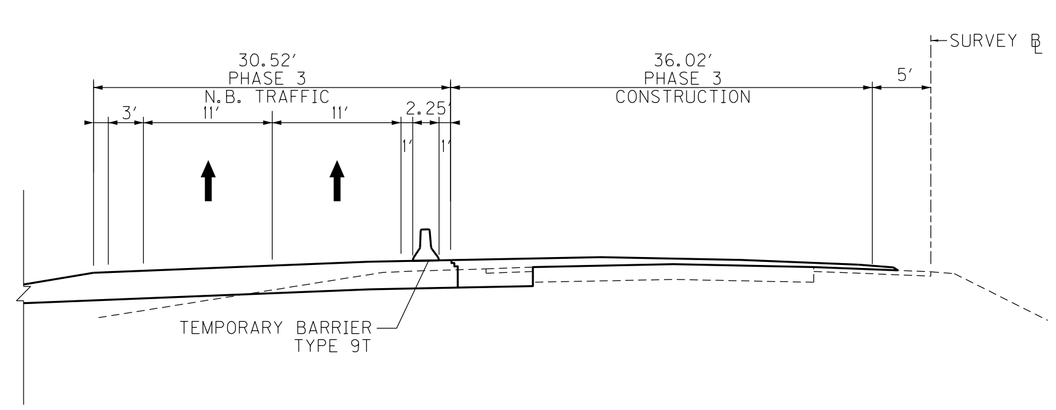
MAINTENANCE OF TRAFFIC I–75
LYNN CAMP CREEK
STRUCTURE PHASING



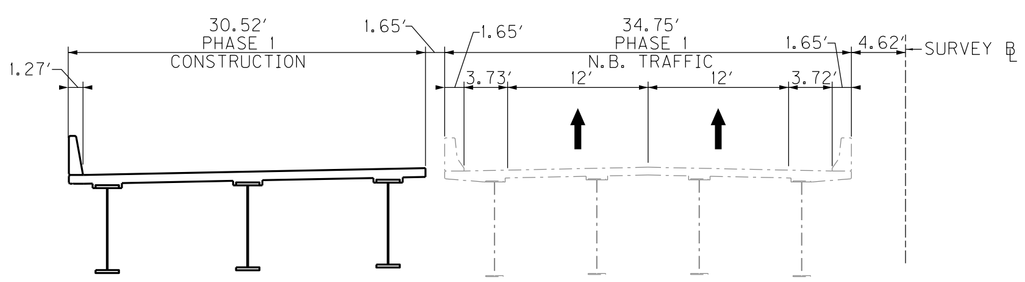
LYNN CAMP CREEK BRIDGE APPROACH
I–75 NORTHBOUND
PHASE 1



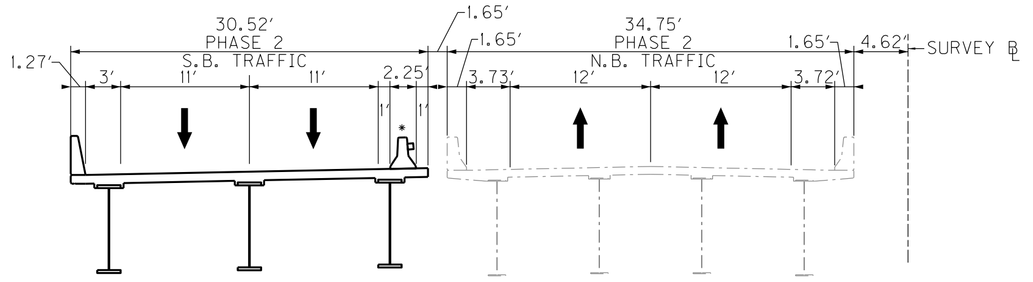
LYNN CAMP CREEK BRIDGE APPROACH
I–75 NORTHBOUND
PHASE 2



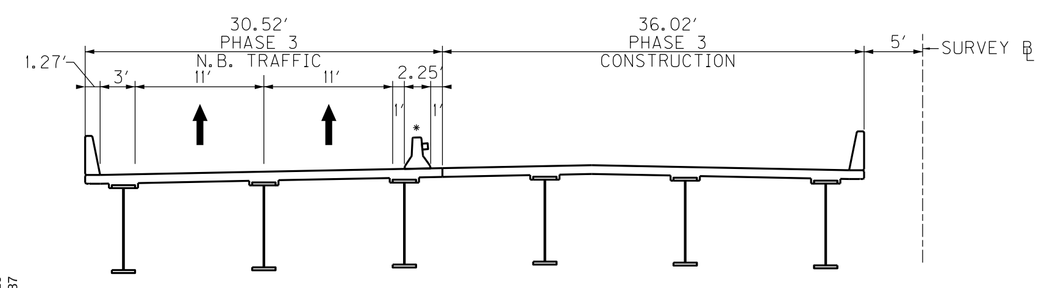
LYNN CAMP CREEK BRIDGE APPROACH
I–75 NORTHBOUND
PHASE 3



LYNN CAMP CREEK BRIDGE
I–75 NORTHBOUND
PHASE 1



LYNN CAMP CREEK BRIDGE
I–75 NORTHBOUND
PHASE 2



LYNN CAMP CREEK BRIDGE
I–75 NORTHBOUND
PHASE 3

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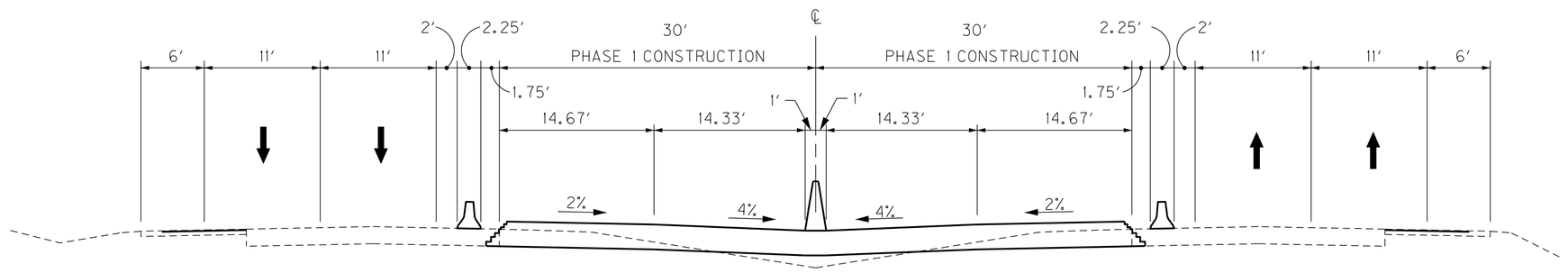
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

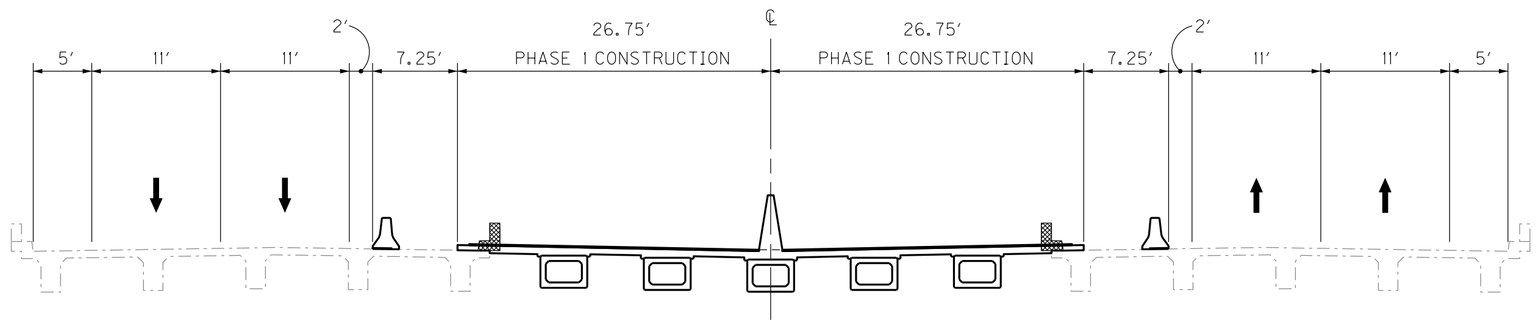
ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. R100

LAUREL - WHITLEY COUNTIES
12216.00 251016-NHPP

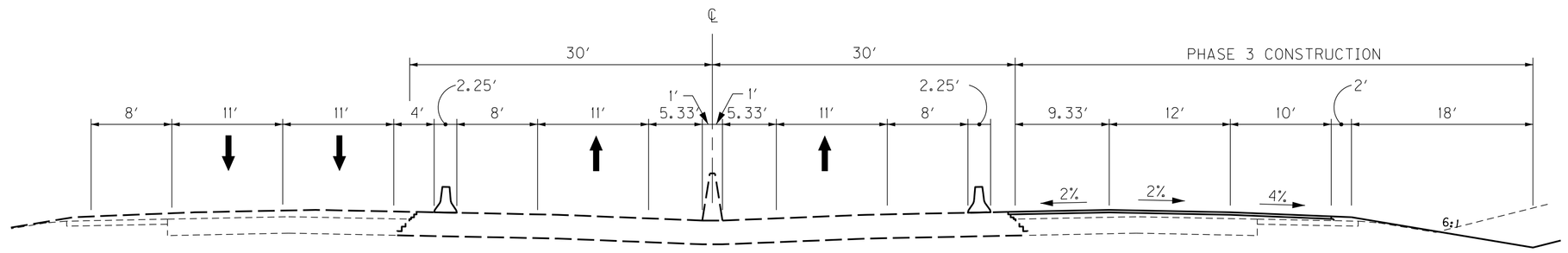
MAINTENANCE OF TRAFFIC I–75
US 25W
STRUCTURE PHASING



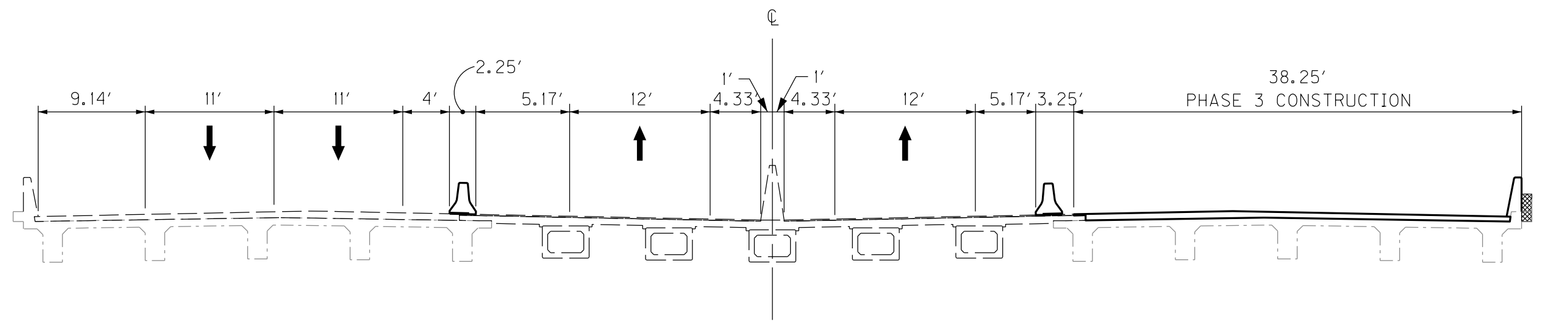
I–75 OVER US 25W
BRIDGE APPROACH
PHASE 1



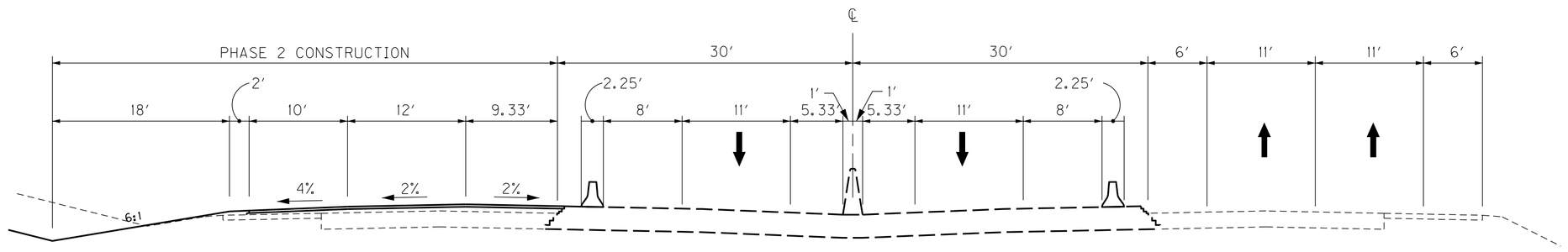
I–75 OVER US 25W
BRIDGE
PHASE 1



I–75 OVER US 25W
BRIDGE APPROACH
PHASE 3

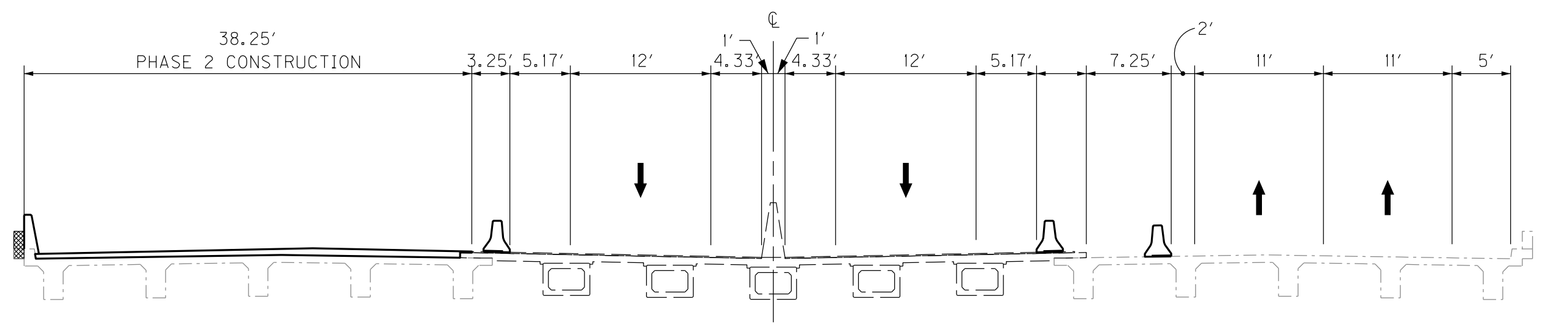


I–75 OVER US 25W
BRIDGE
PHASE 3



I–75 OVER US 25W
BRIDGE APPROACH
PHASE 2

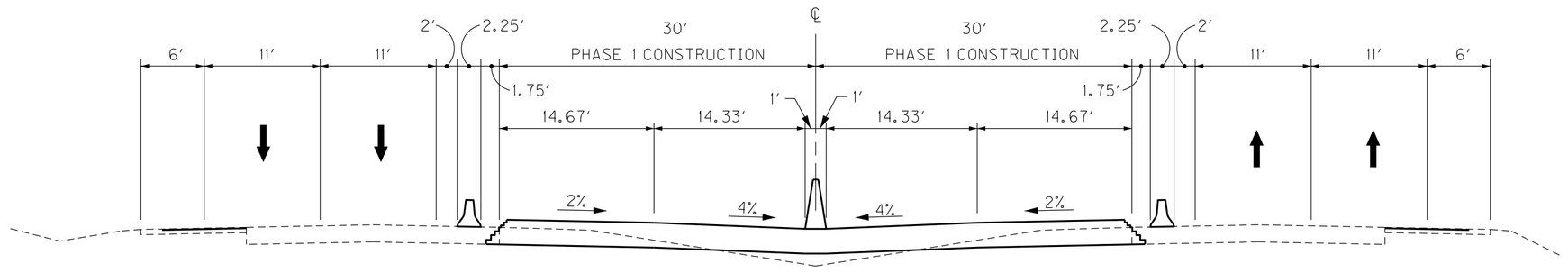
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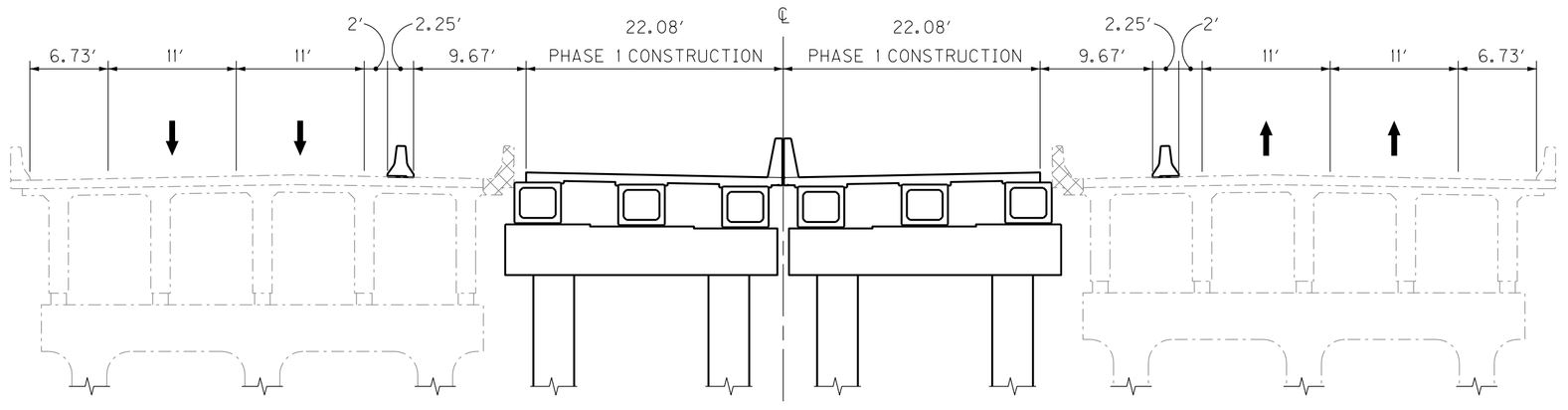
I–75 OVER US 25W
BRIDGE
PHASE 2

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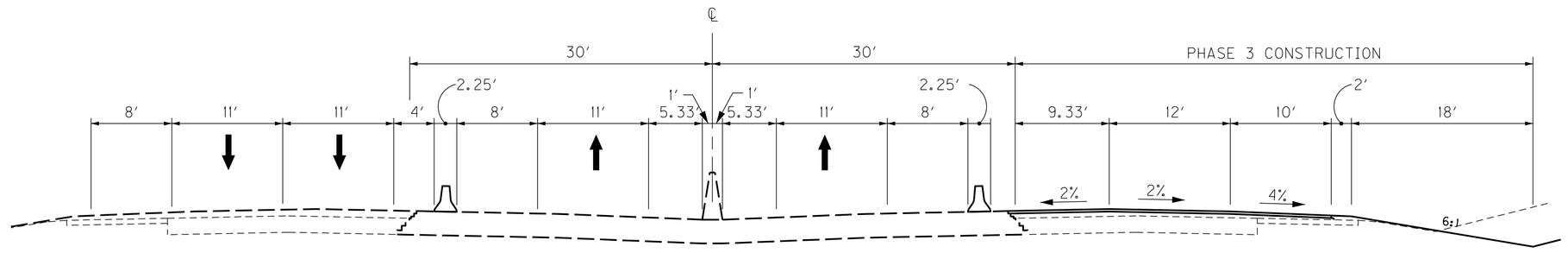
MAINTENANCE OF TRAFFIC I–75
KY 727
STRUCTURE PHASING



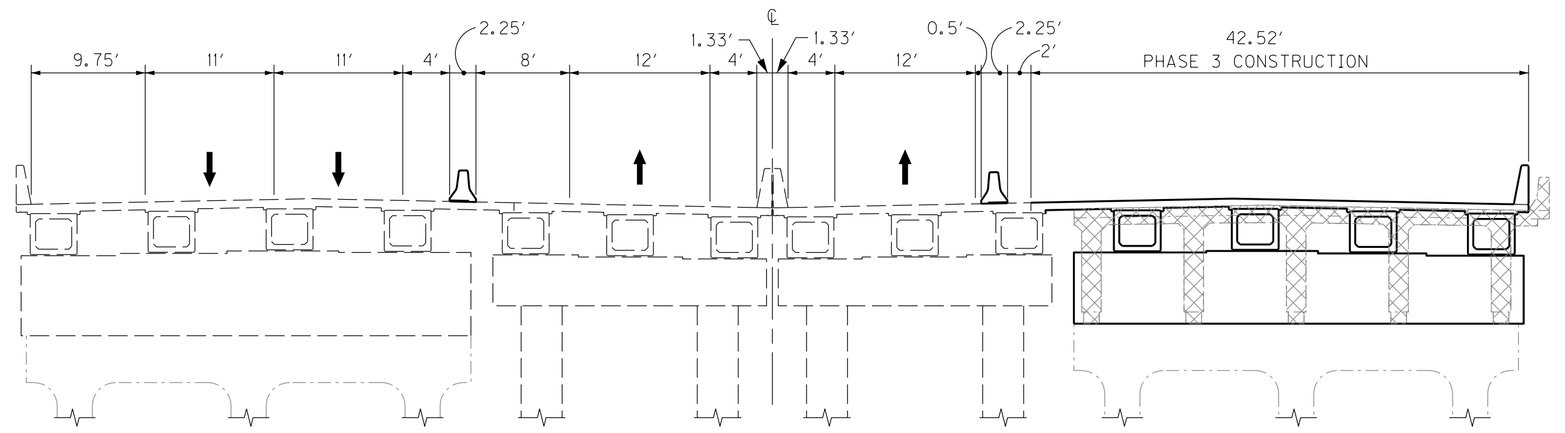
I–75 OVER KY 727
BRIDGE APPROACH
PHASE 1



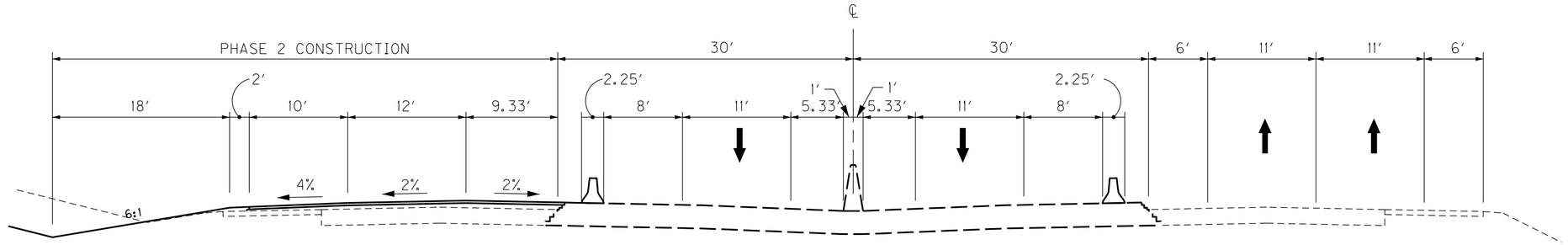
I–75 OVER KY 727
BRIDGE
PHASE 1



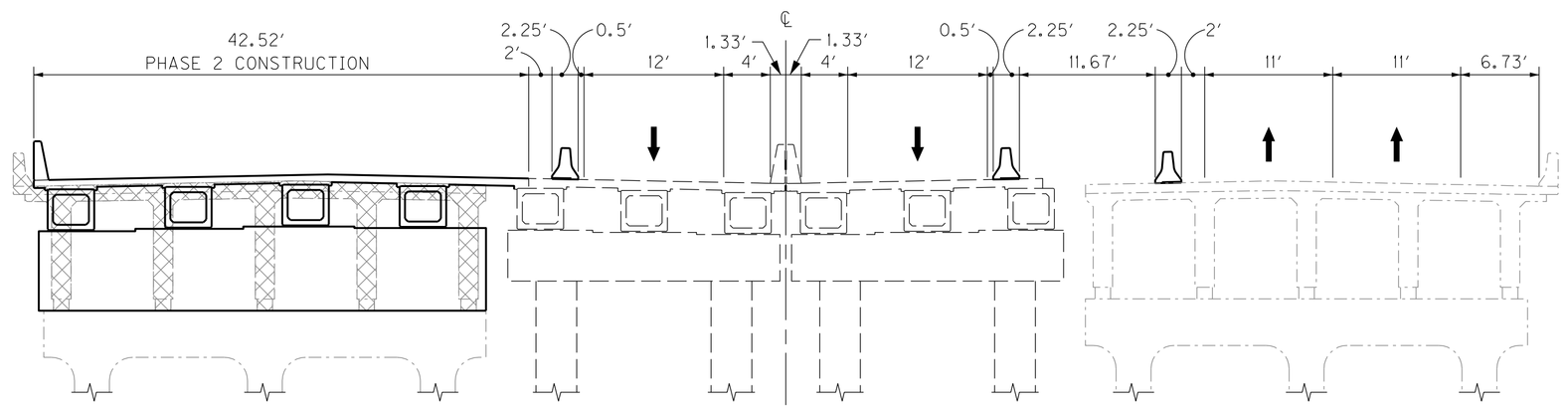
I–75 OVER KY 727
BRIDGE APPROACH
PHASE 3



I–75 OVER KY 727
BRIDGE
PHASE 3



I–75 OVER KY 727
BRIDGE APPROACH
PHASE 2



I–75 OVER KY 727
BRIDGE
PHASE 2

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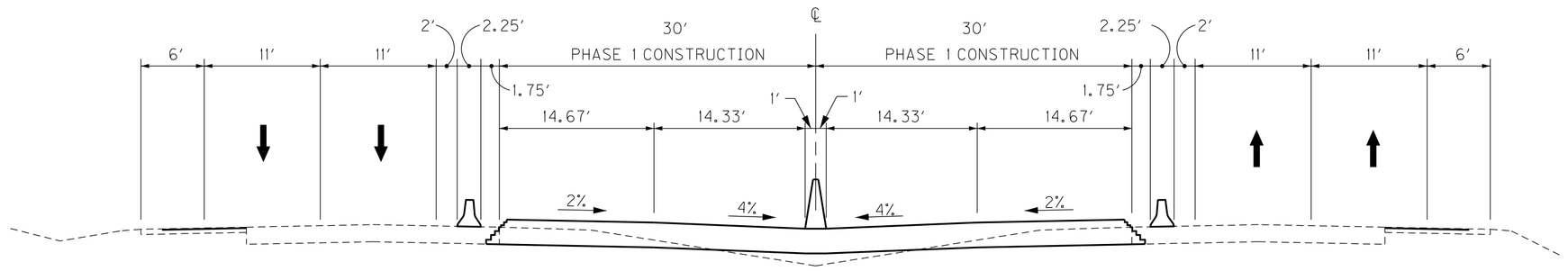
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

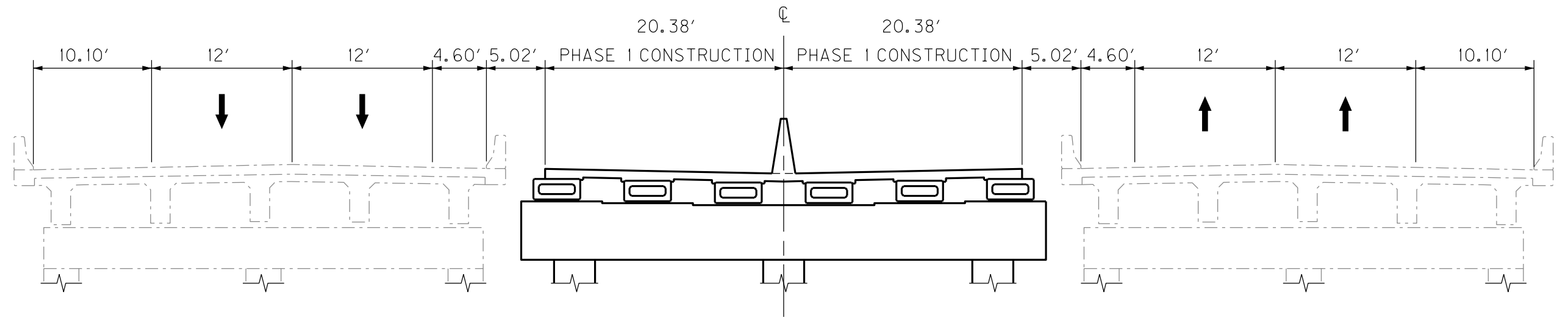
ITEM NO.	COUNTY OF
11-14.80	Laurel/Whitley
SHEET NO.	
R100B	

OpenRoads Designer v10.16.2.267
USER: mwirtzberger
FILE NAME: J:\12216 - I-75 LAUREL-WHITLEY COUNTIES - 2022\50 - PLAN SHEETS\10 - ROADWAY\50 - DETAIL SHEETS\10 - MAINTENANCE OF TRAFFIC\I-75 MOT TYPICAL SECTIONS.DGN

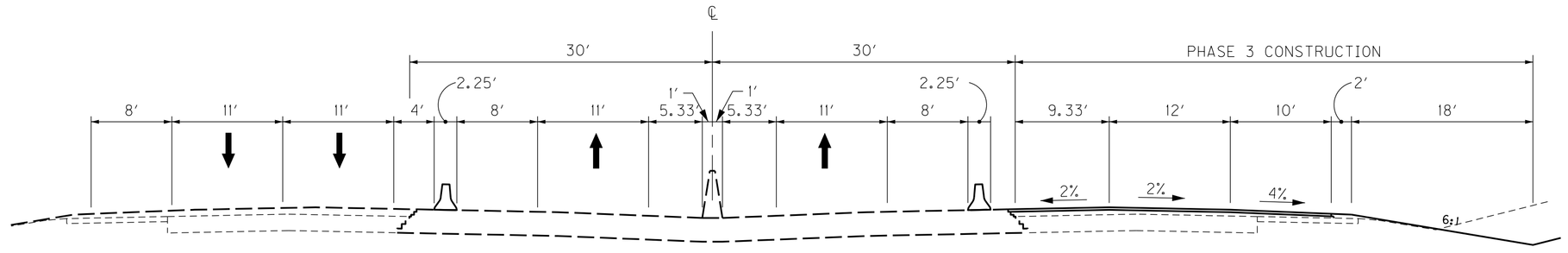
MAINTENANCE OF TRAFFIC I–75
US 25E
STRUCTURE PHASING



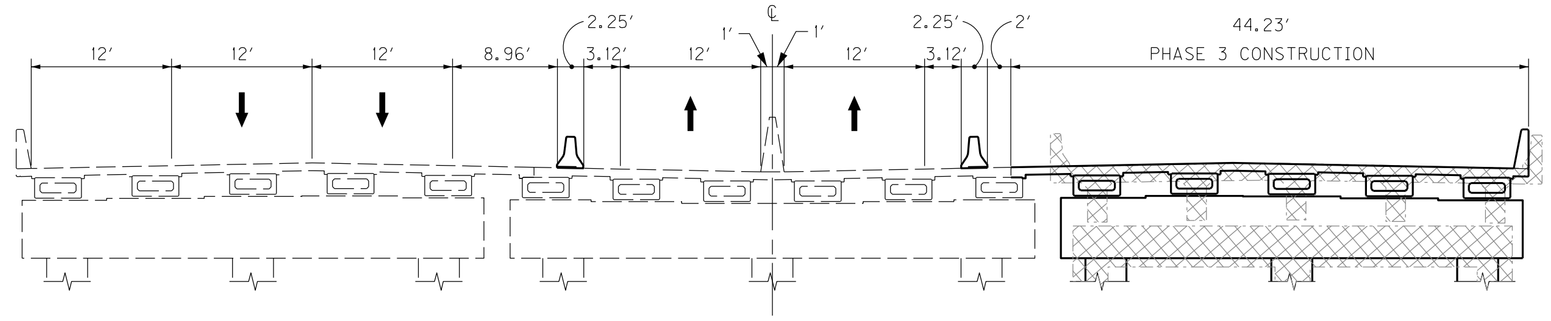
I–75 OVER US 25E
BRIDGE APPROACH
PHASE 1



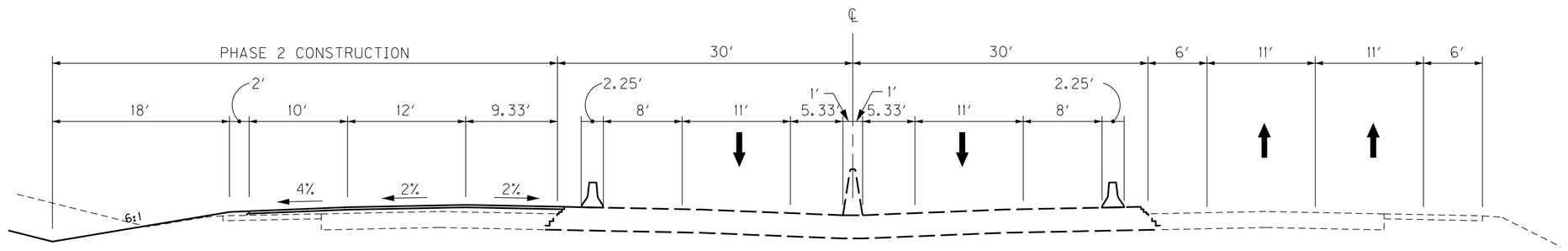
I–75 OVER US 25E
BRIDGE
PHASE 1



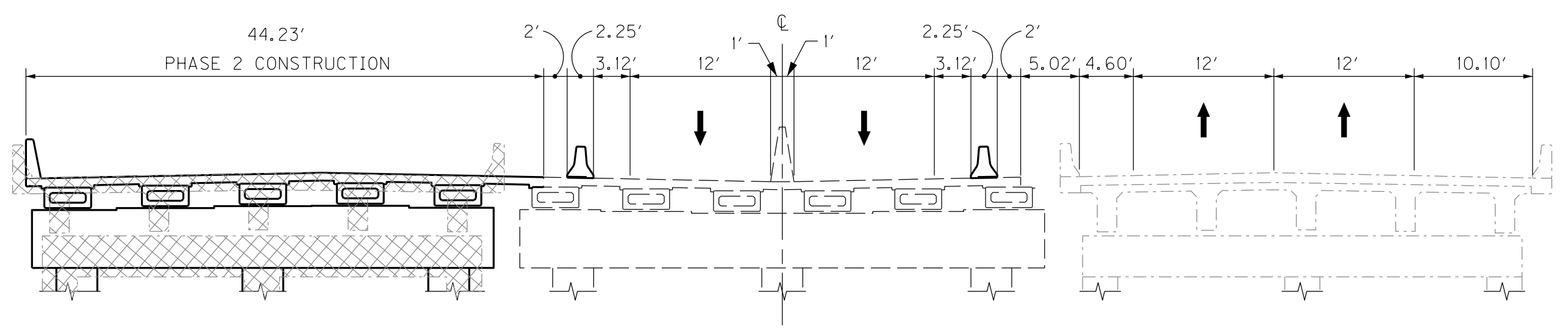
I–75 OVER US 25E
BRIDGE APPROACH
PHASE 3



I–75 OVER US 25E
BRIDGE
PHASE 3



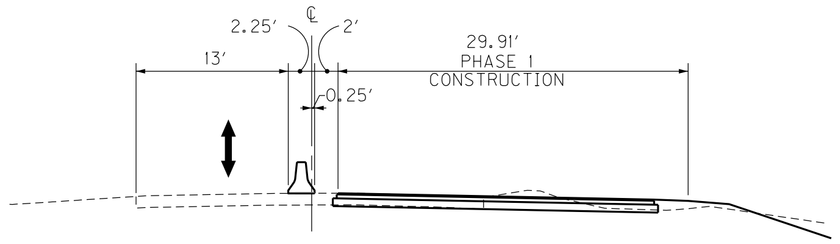
I–75 OVER US 25E
BRIDGE APPROACH
PHASE 2



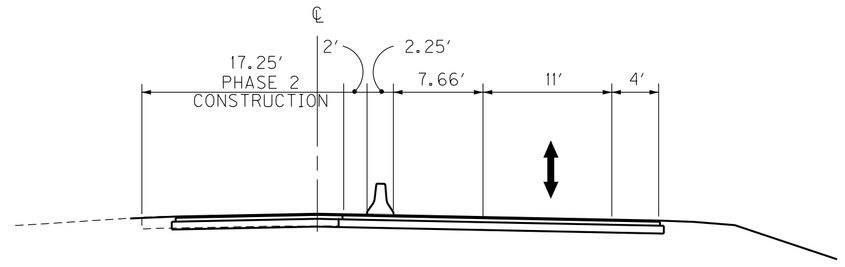
I–75 OVER US 25E
BRIDGE
PHASE 2

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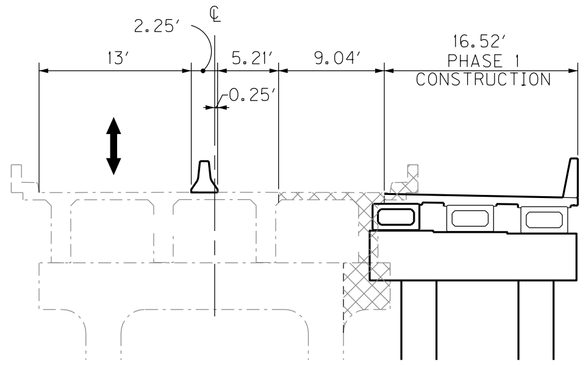
MAINTENANCE OF TRAFFIC I–75
KY 312
STRUCTURE PHASING



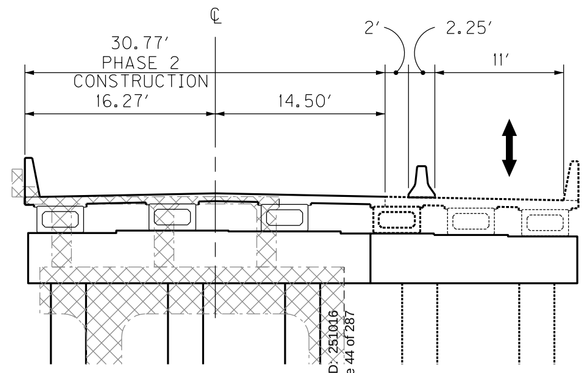
KY 312 OVER I–75
BRIDGE APPROACH
PHASE 1



KY 312 OVER I–75
BRIDGE APPROACH
PHASE 2



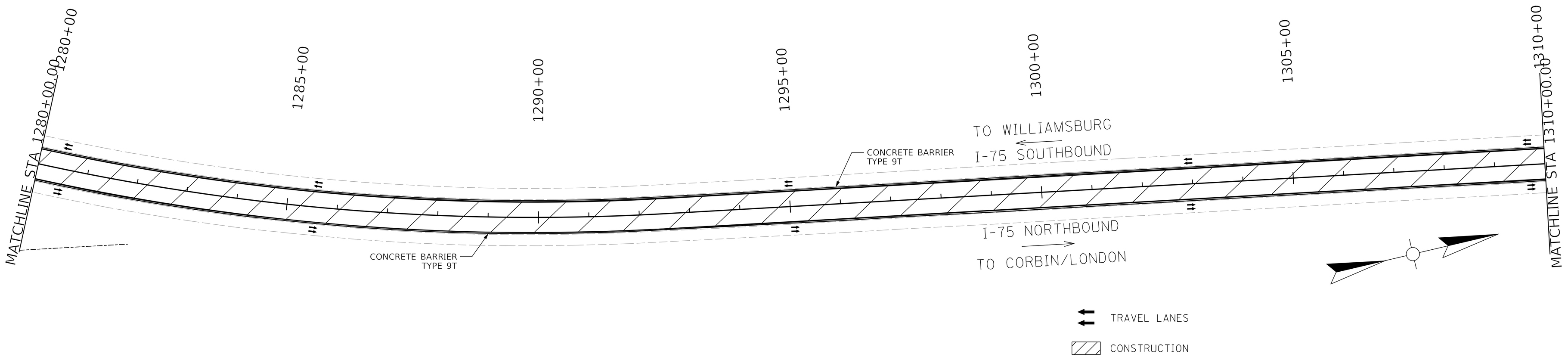
KY 312 OVER I–75
BRIDGE
PHASE 1



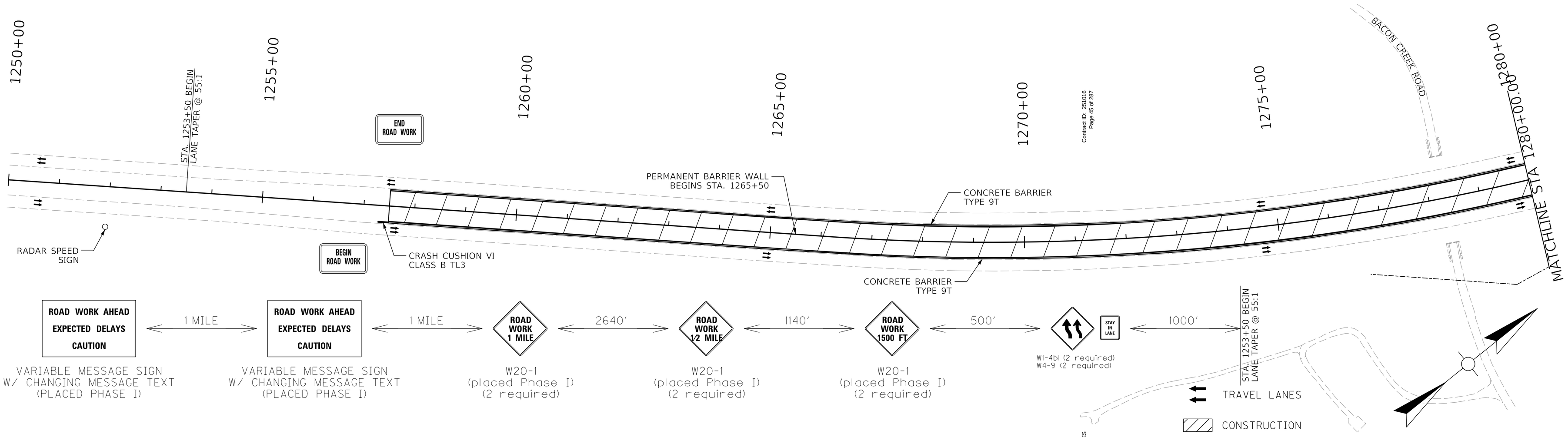
KY 312 OVER I–75
BRIDGE
PHASE 2

Contract ID: 251016
Page 44 of 267

STA. 1280 + 00 TO STA. 1310 + 00



STA. 1250 + 00 TO STA. 1280 + 00



Contract ID: 251016
Page 45 of 287

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY
Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 1

HORIZONTAL SCALE
SCALE: 1"=100'

0' 100' 200' 400'

STA. 1250+00 TO STA. 1310+00

ITEM NO. 11-14.80
COUNTY OF WHITLEY
SHEET NO. R101

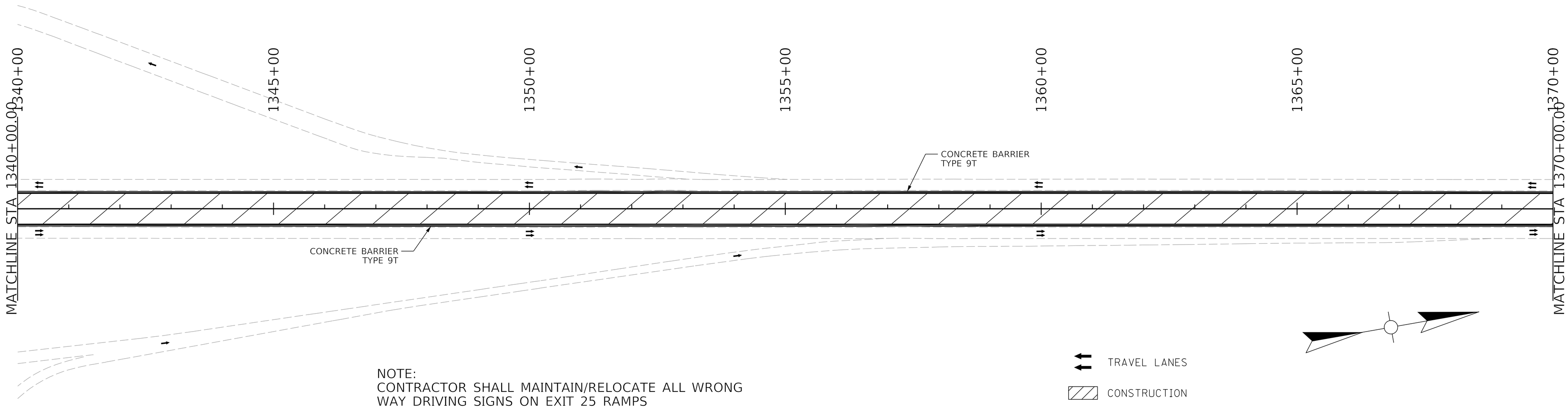
LAUREL-WHITLEY COUNTIES
12216201016-NHPP

OpenRoads Designer v10.16.2.267

USER: mwirtzberger

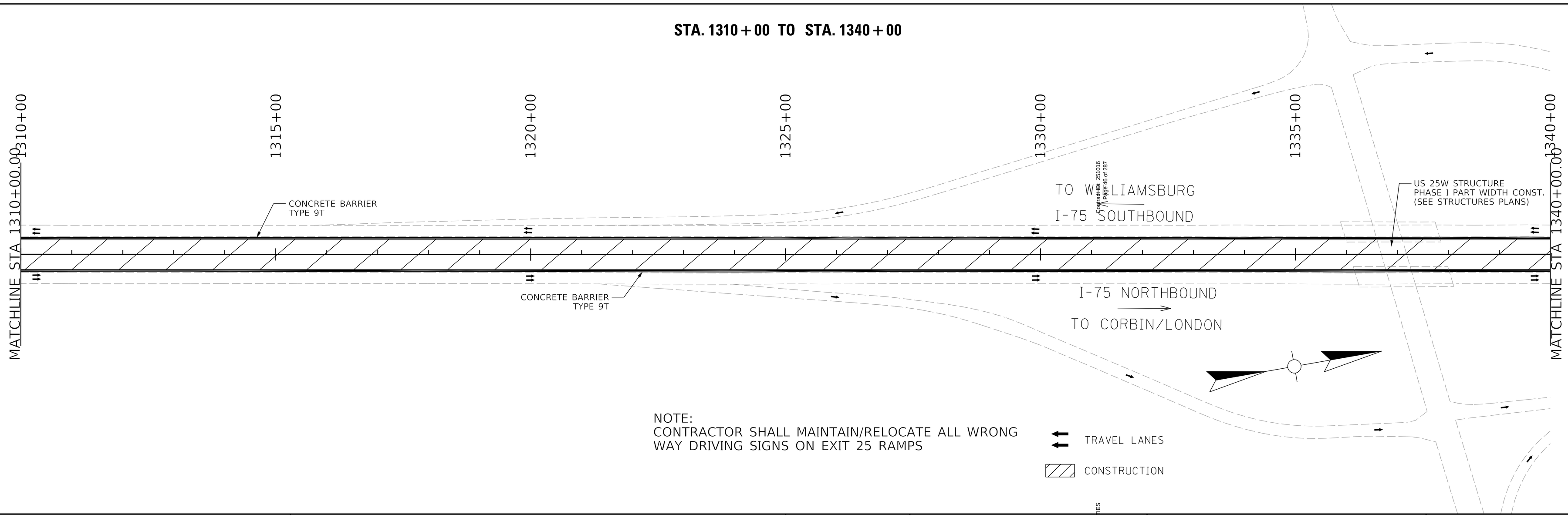
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STA. 1340+00 TO STA. 1370+00



NOTE:
CONTRACTOR SHALL MAINTAIN/RELOCATE ALL WRONG WAY DRIVING SIGNS ON EXIT 25 RAMPS

STA. 1310+00 TO STA. 1340+00



NOTE:
CONTRACTOR SHALL MAINTAIN/RELOCATE ALL WRONG WAY DRIVING SIGNS ON EXIT 25 RAMPS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 1

HORIZONTAL SCALE
SCALE: 1"=100'

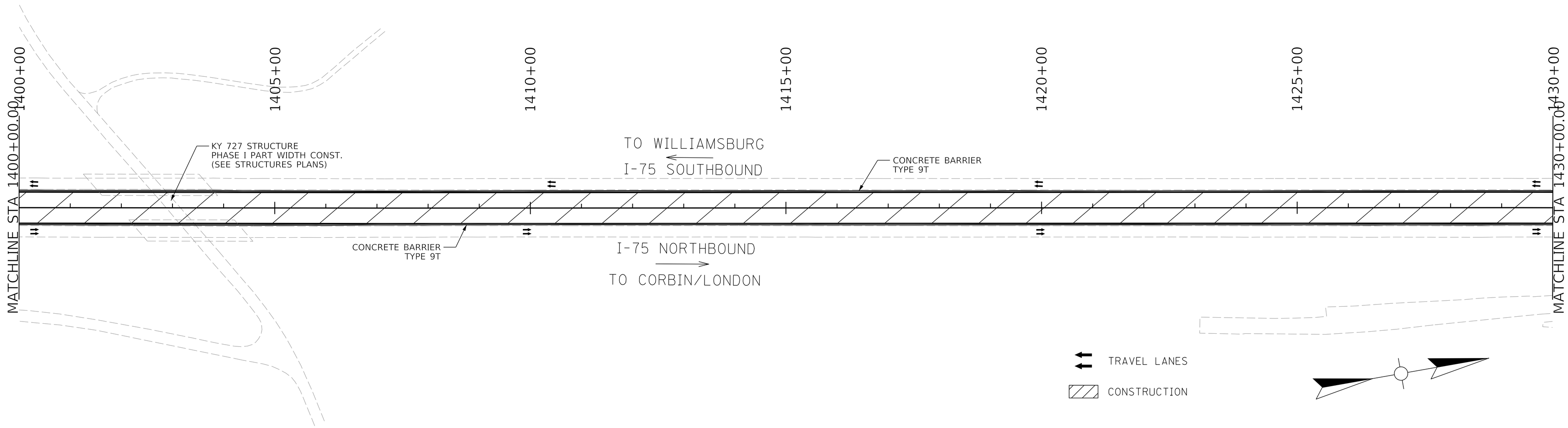
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STA. 1310+00 TO STA. 1370+00

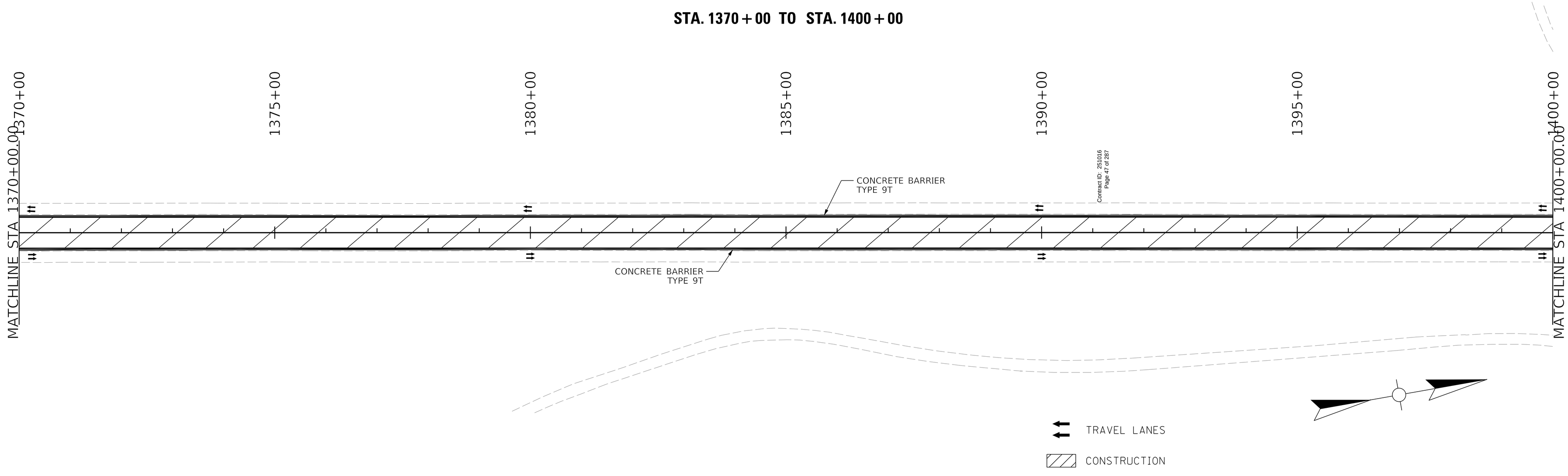
ITEM NO. 11-14.80
COUNTY OF WHITLEY
SHEET NO. R102

COMPLETE 251016
PLOT 46 of 287

STA. 1400 + 00 TO STA. 1430 + 00



STA. 1370 + 00 TO STA. 1400 + 00



Contract ID: 251016
Page 47 of 287

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY
Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 1

HORIZONTAL SCALE
SCALE: 1"=100'

0' 100' 200' 400'

STA. 1370+00 TO STA. 1430+00

ITEM NO. 11-14.80

COUNTY OF WHITLEY

SHEET NO. R103

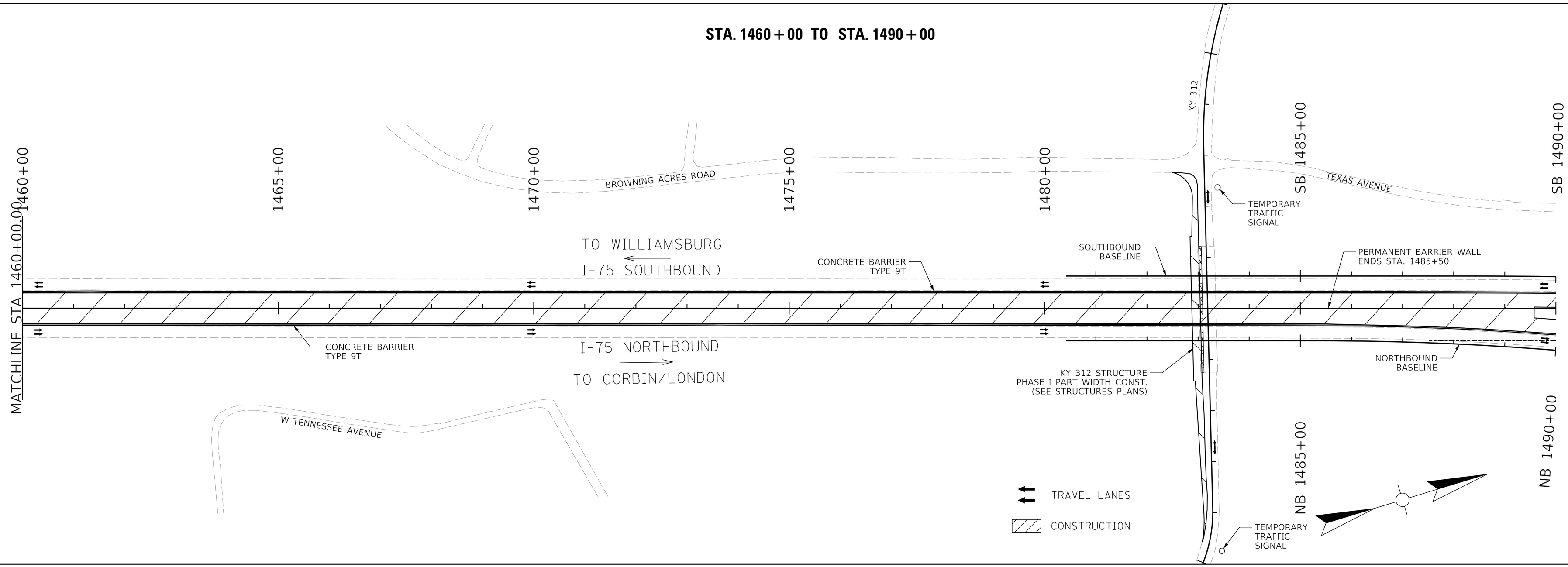
LAUREL-WHITLEY COUNTIES
12216 2016-NHPP

OpenRoads Designer v10.16.2.267

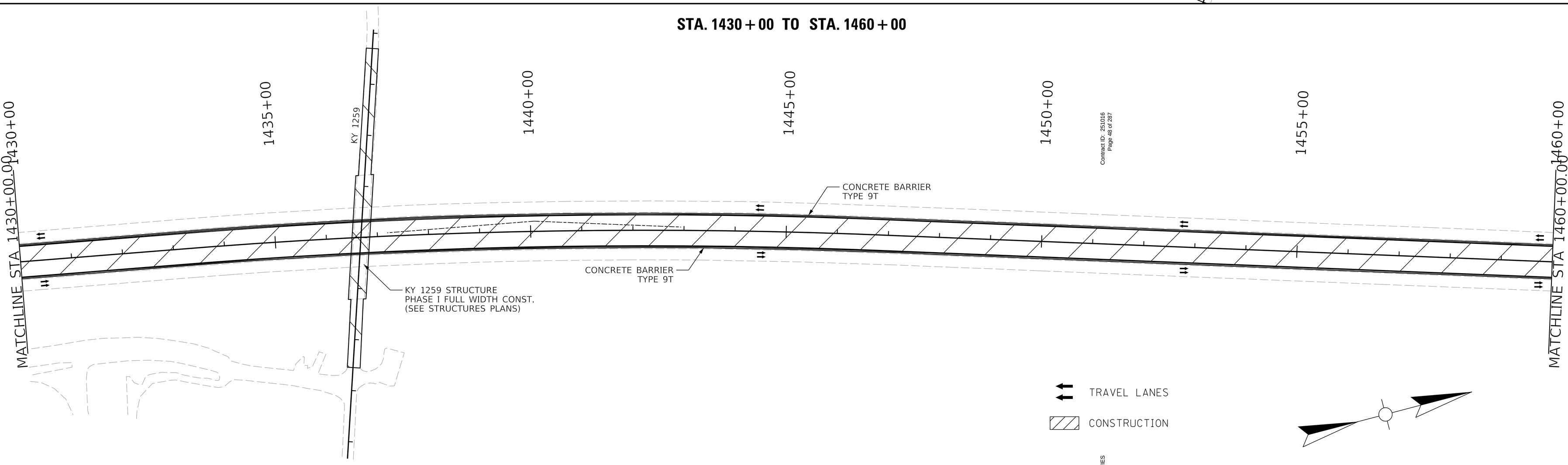
USER: mwirtzberger

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STA. 1460 + 00 TO STA. 1490 + 00



STA. 1430 + 00 TO STA. 1460 + 00



Contract ID: 251016
Page 48 of 287

Ch D. M.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY. Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 1

HORIZONTAL SCALE
SCALE: 0′ 100′ 200′ 400′

STA. 1430+00 TO STA. 1490+00

ITEM NO. 11-14.80
COUNTY OF WHITLEY
SHEET NO. R104

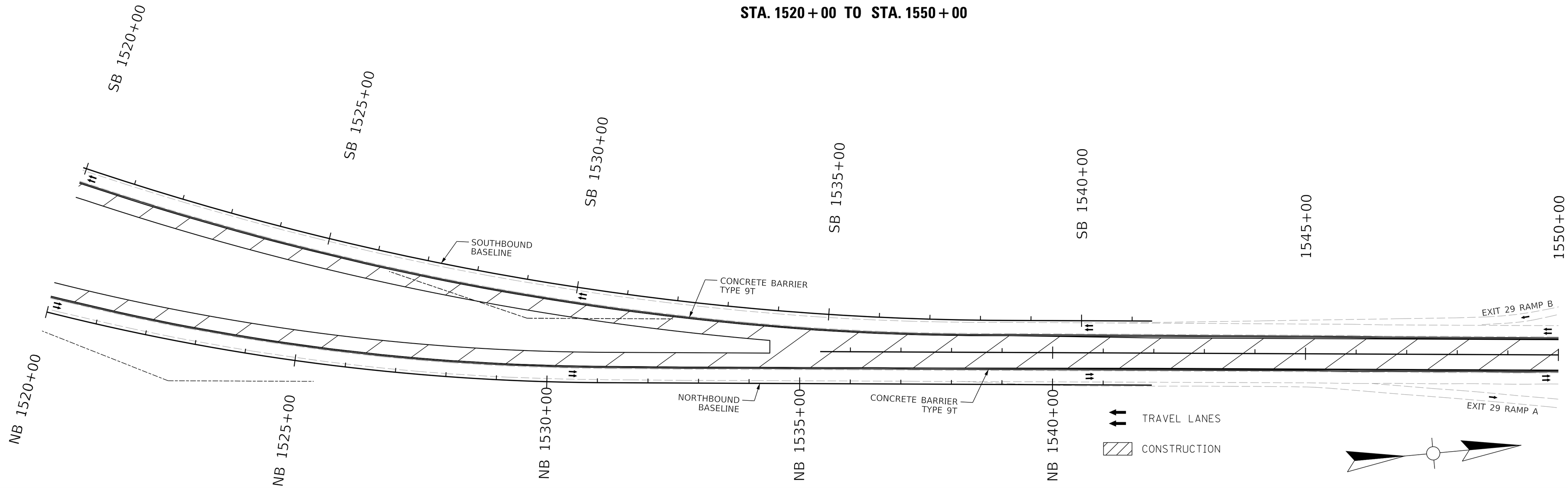
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USER: mwirtzberger

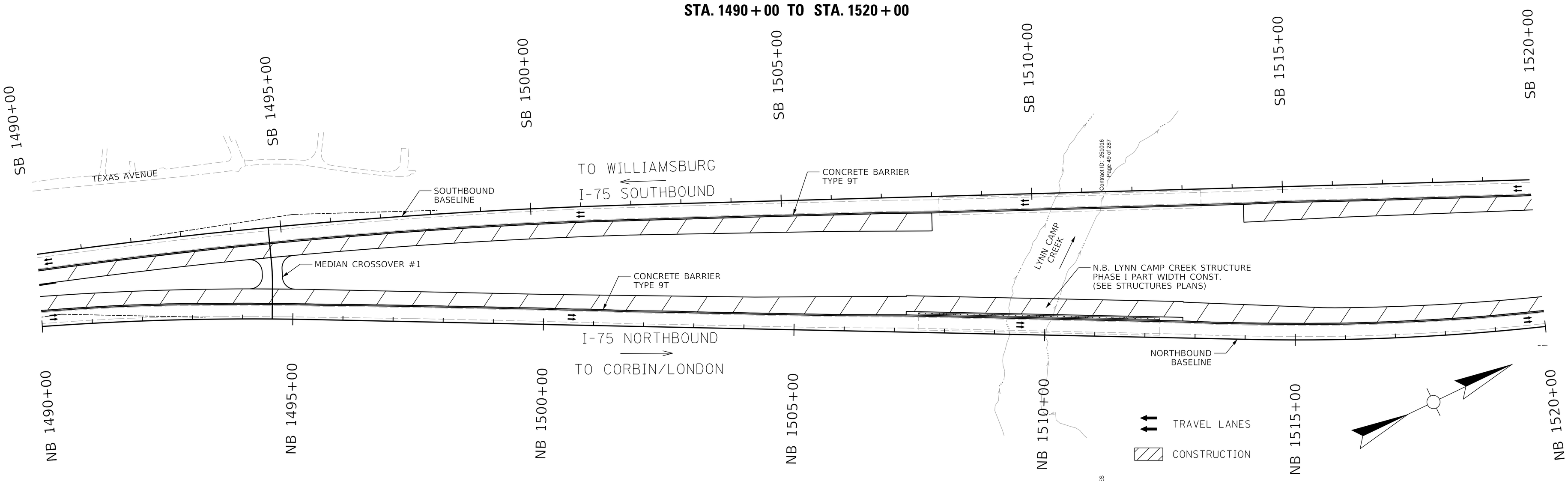
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I-75 LAUREL-WHITLEY COUNTIES
12216 2016-NHP

STA. 1520 + 00 TO STA. 1550 + 00



STA. 1490 + 00 TO STA. 1520 + 00



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 1

HORIZONTAL SCALE
SCALE: 1"=100'

0' 100' 200' 400'

STA. 1490+00 TO STA. 1550+00

ITEM NO. 11-14.80

COUNTY OF WHITLEY/LAUREL

SHEET NO. R105

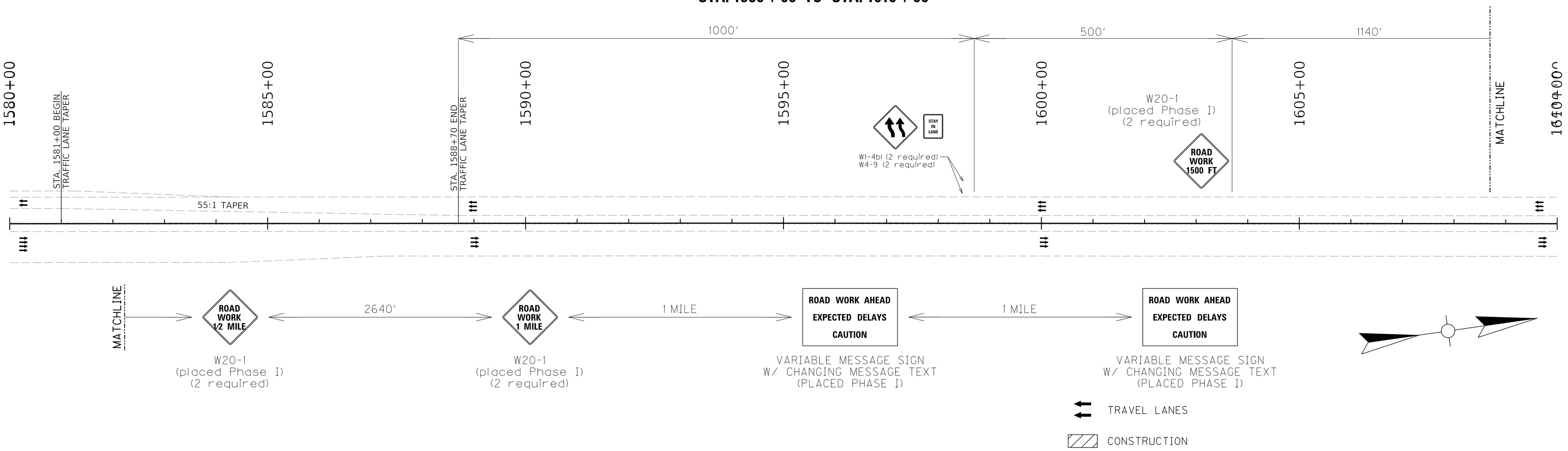
OpenRoads Designer v10.16.2.267

USER: mwirtzberger

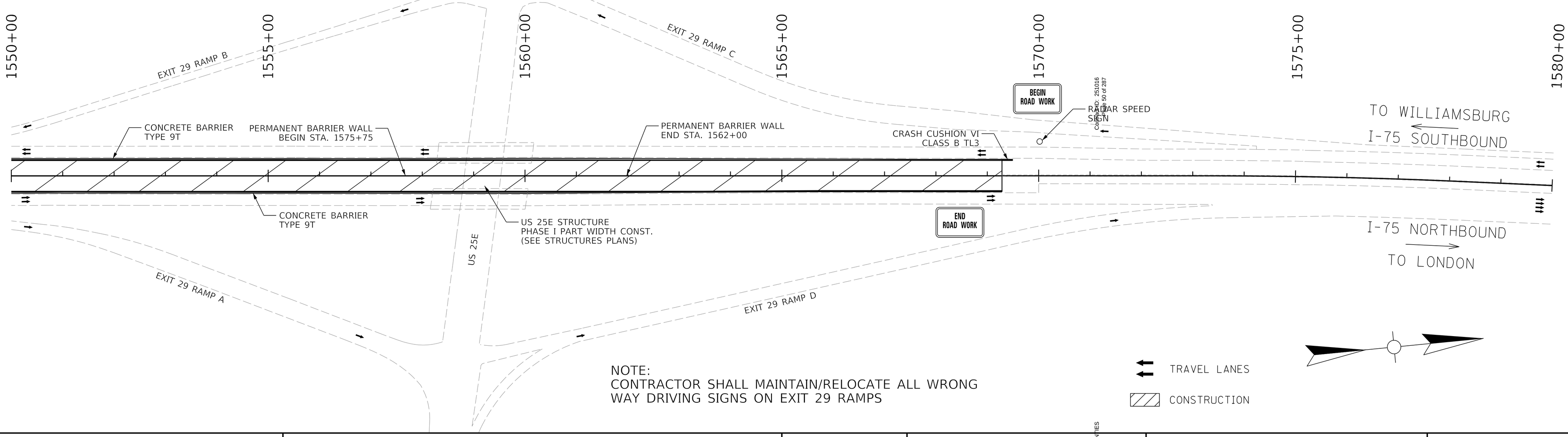
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I-75 LAUREL-WHITLEY COUNTIES
12216-2016-NHPP

STA. 1580 + 00 TO STA. 1610 + 00



STA. 1550 + 00 TO STA. 1580 + 00



NOTE:
CONTRACTOR SHALL MAINTAIN/RELOCATE ALL WRONG WAY DRIVING SIGNS ON EXIT 29 RAMPS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 1

HORIZONTAL SCALE
SCALE: 1"=100'

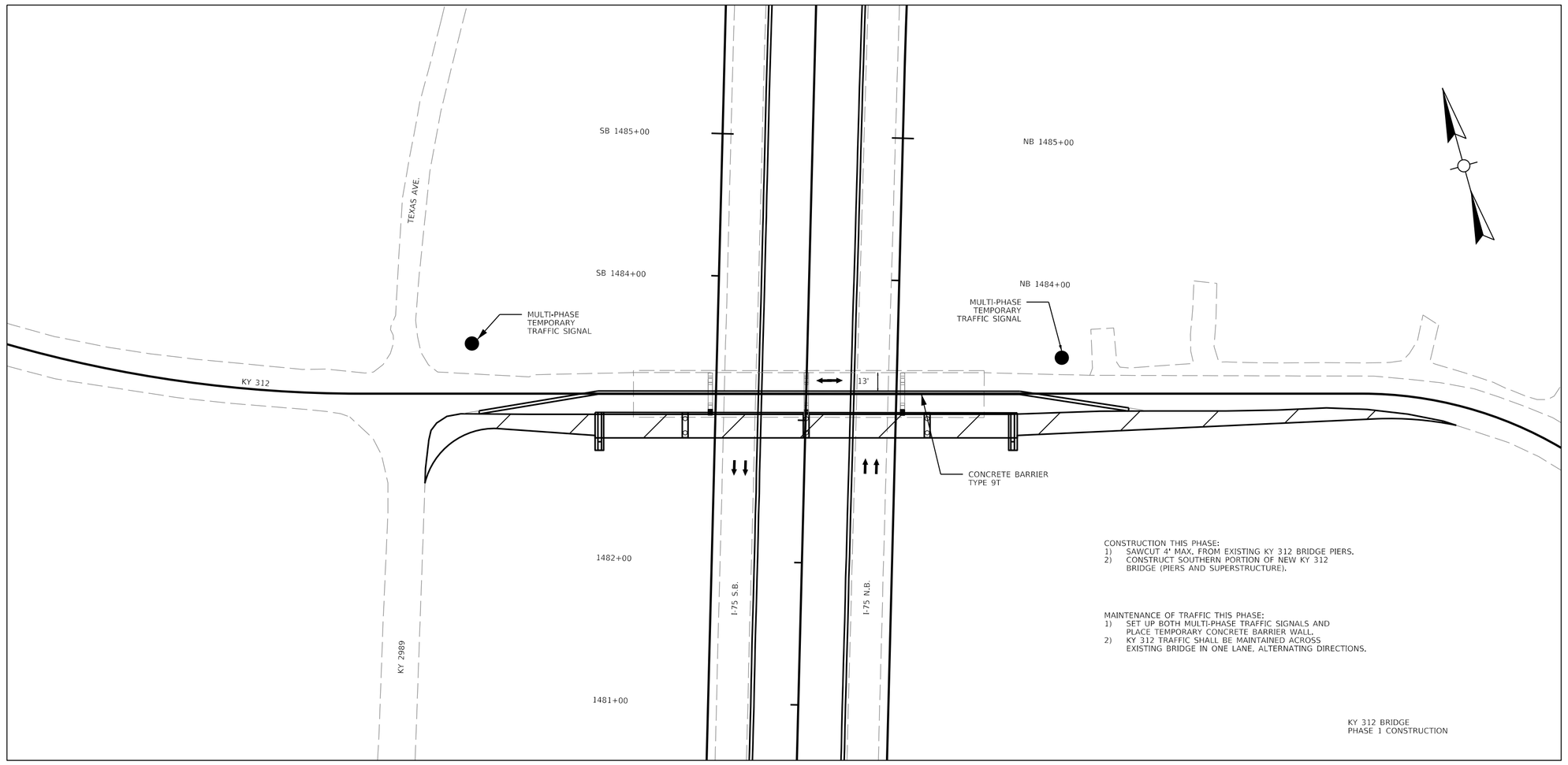
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STA. 1550+00 TO STA. 1610+00

ITEM NO. 11-14.80
COUNTY OF LAUREL
SHEET NO. R106

OpenRoads Designer v10.16.2.267
USER: mwirtzberger
FILE NAME: J:\12216 - I-75 LAUREL-WHITLEY COUNTIES - 2022\50 - PLAN SHEETS\10 - ROADWAY\50 - DETAIL SHEETS\10 - MAINTENANCE OF TRAFFIC\CL I-75 COMMON 1 - PLAN 6 MOT PHASE 1.DGN

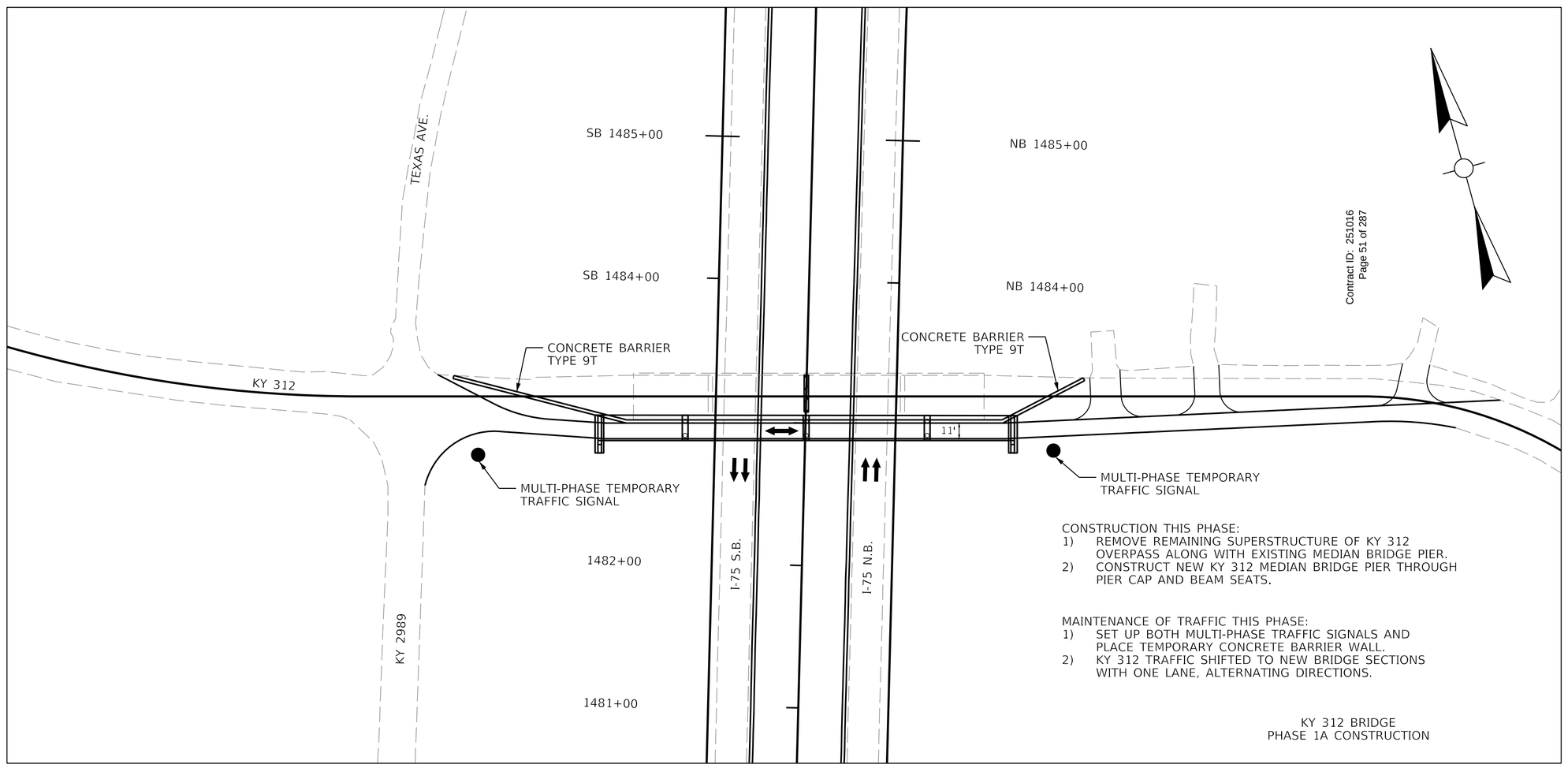
CROSS SECTION PLOT: 251016
PLOT DATE: 50 of 287
I-75 LAUREL-WHITLEY COUNTIES 12216 2016-NHPP



KY 312 PHASE 1 CONSTRUCTION

TRAVEL LANES

CONSTRUCTION



Contract ID: 251016
Page 51 of 287

KY 312 PHASE 1A CONSTRUCTION

TRAVEL LANES

CONSTRUCTION

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY
TRANSPORTATION CABINET

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 1A

NOT TO SCALE

KY 312 BRIDGE CONSTRUCTION
PHASING DETAILS

ITEM NO. 11-14.80

COUNTY OF WHITLEY

SHEET NO. R107

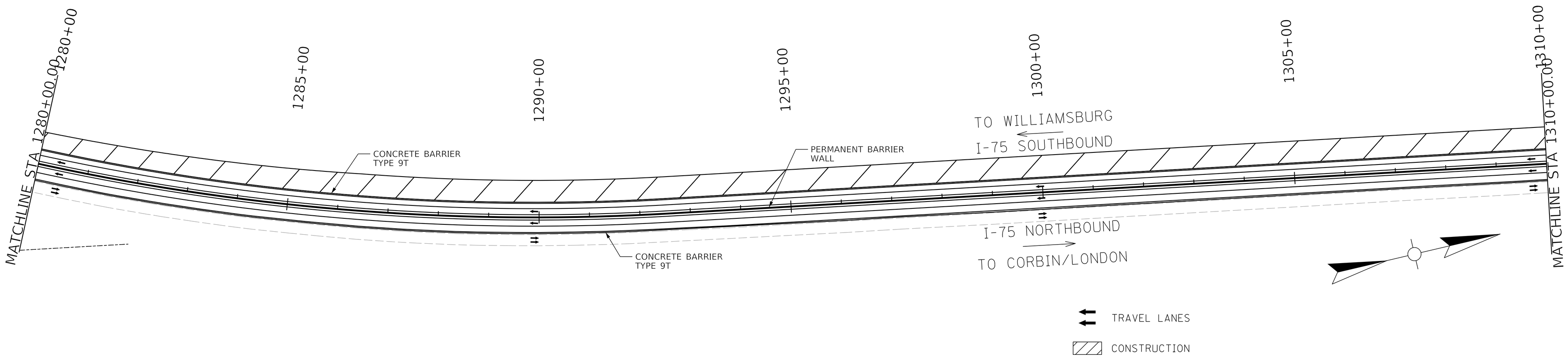
LAUREL - WHITLEY COUNTIES
12165.00016-NHPP

OpenRoads Designer v10.16.2.267

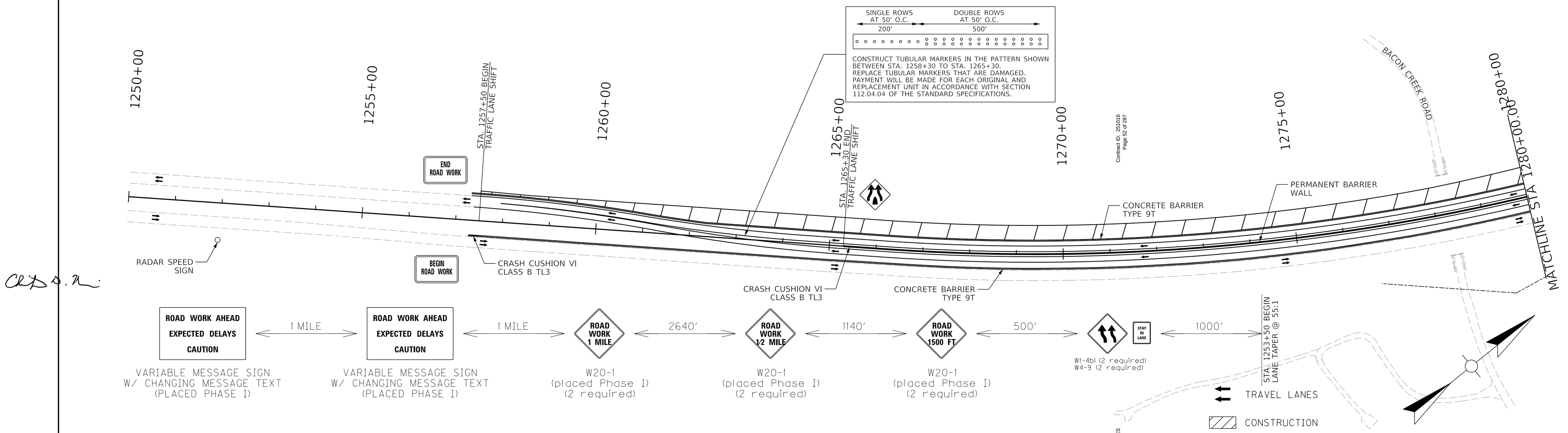
USER: mwirtzberger

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STA. 1280 + 00 TO STA. 1310 + 00



STA. 1250 + 00 TO STA. 1280 + 00



Contract ID: 251016
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COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 2

HORIZONTAL SCALE
SCALE: 1"=100'

0' 100' 200' 400'

STA. 1250+00 TO STA. 1310+00

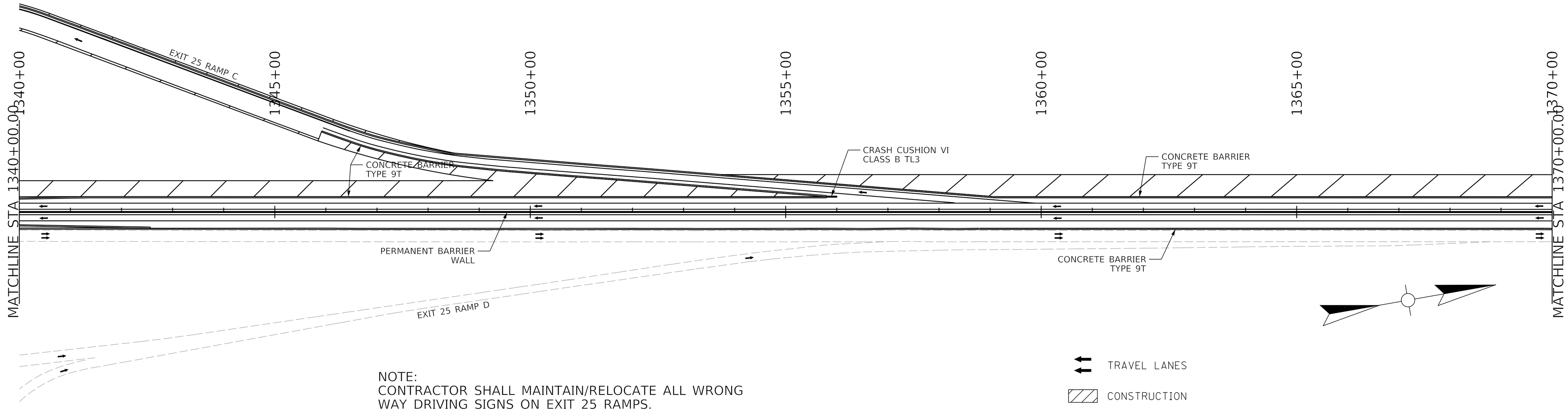
ITEM NO. 11-14.80
COUNTY OF WHITLEY
SHEET NO. R108

OpenRoads Designer v10.16.2.267

USER: mwirtzberger

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STA. 1340+00 TO STA. 1370+00

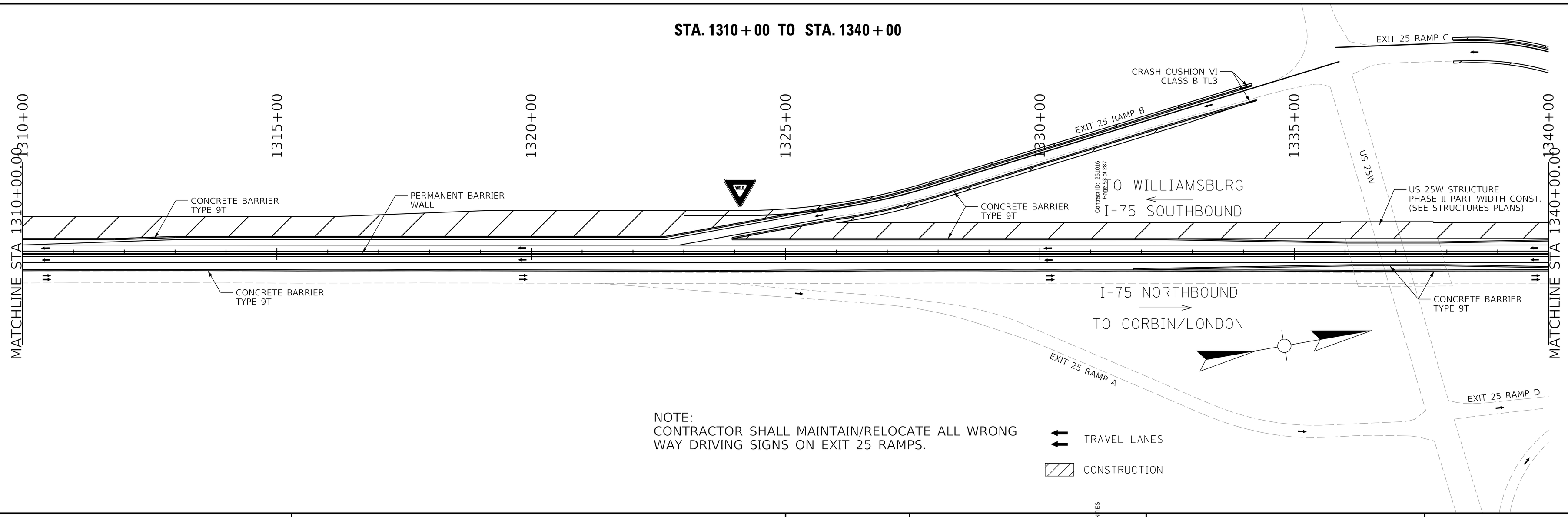


NOTE:
CONTRACTOR SHALL MAINTAIN/RELOCATE ALL WRONG WAY DRIVING SIGNS ON EXIT 25 RAMPS.

TRAVEL LANES

CONSTRUCTION

STA. 1310+00 TO STA. 1340+00



Contract ID: 251016
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NOTE:
CONTRACTOR SHALL MAINTAIN/RELOCATE ALL WRONG WAY DRIVING SIGNS ON EXIT 25 RAMPS.

TRAVEL LANES

CONSTRUCTION

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 2

HORIZONTAL SCALE
SCALE: 1"=100'

0' 100' 200' 400'

STA. 1310+00 TO STA. 1370+00

ITEM NO. 11-14.80

COUNTY OF WHITLEY

SHEET NO. R109

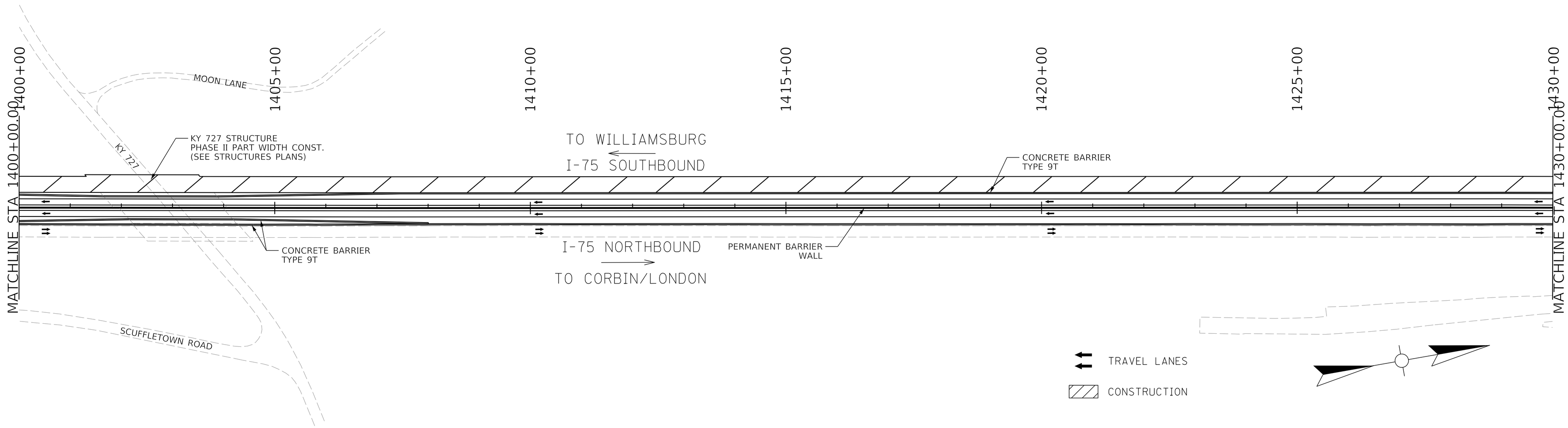
OpenRoads Designer v10.16.2.267

USER: mwirtzberger

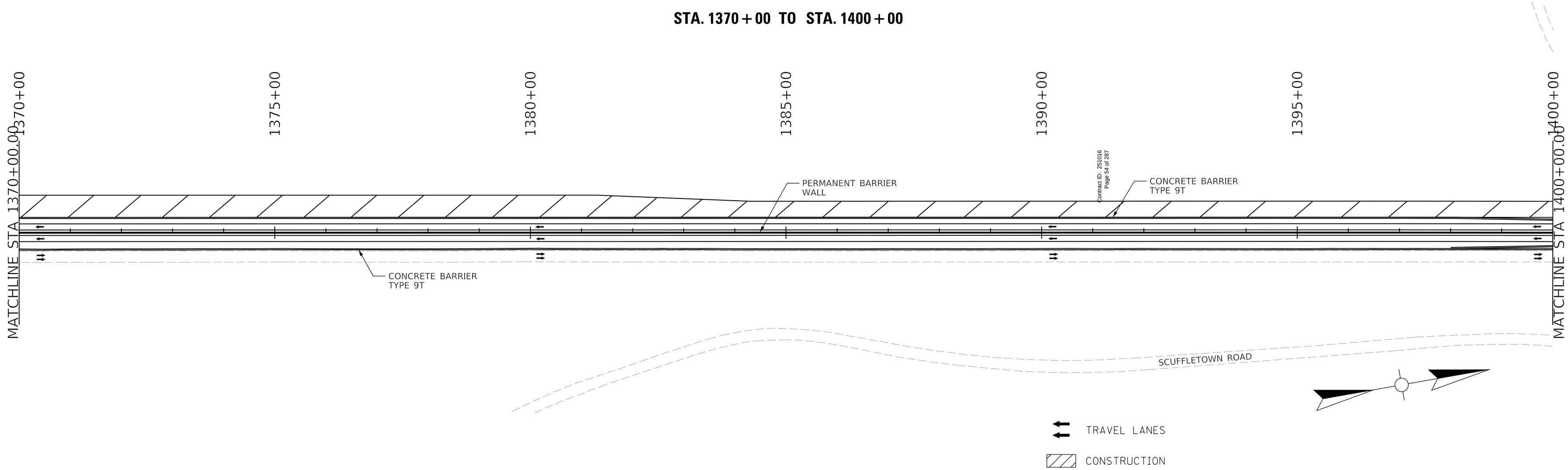
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I-75 LAUREL-WHITLEY COUNTIES
12216D2016-NHPP

STA. 1400 + 00 TO STA. 1430 + 00



STA. 1370 + 00 TO STA. 1400 + 00



Contract ID: 251016
Page 54 of 287

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY
Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 2

HORIZONTAL SCALE
SCALE: 1"=100'

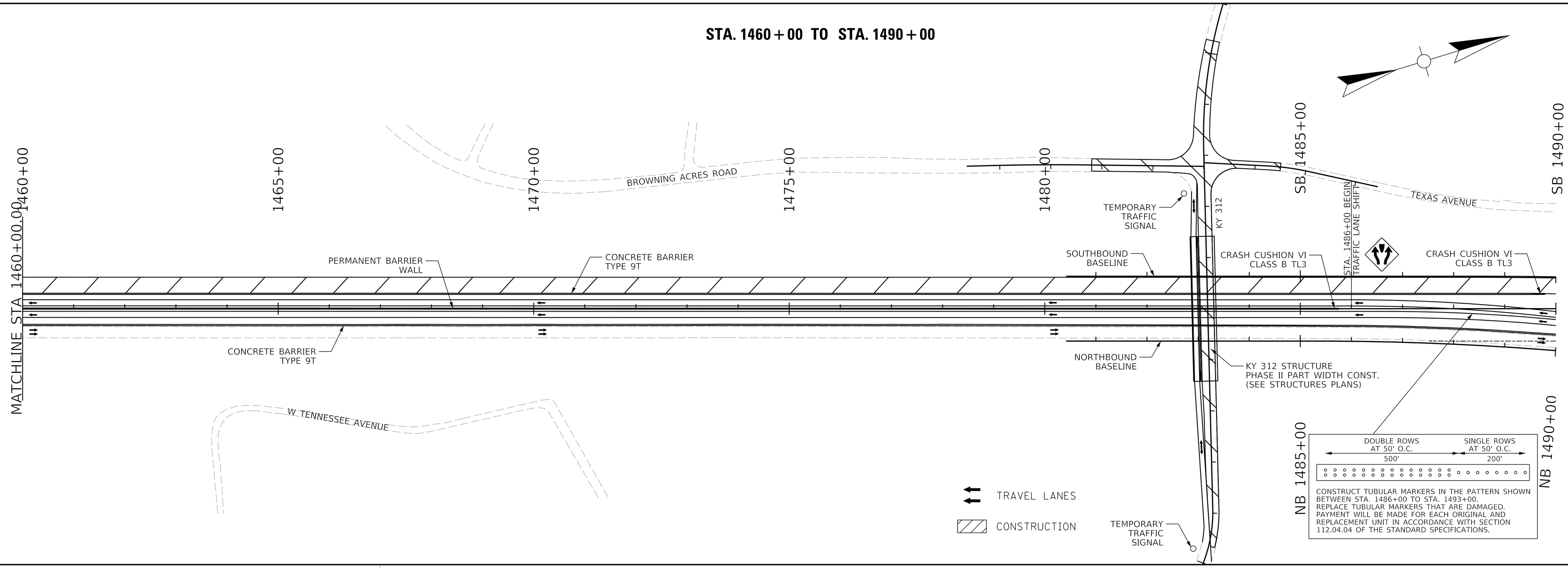
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STA. 1370+00 TO STA. 1430+00

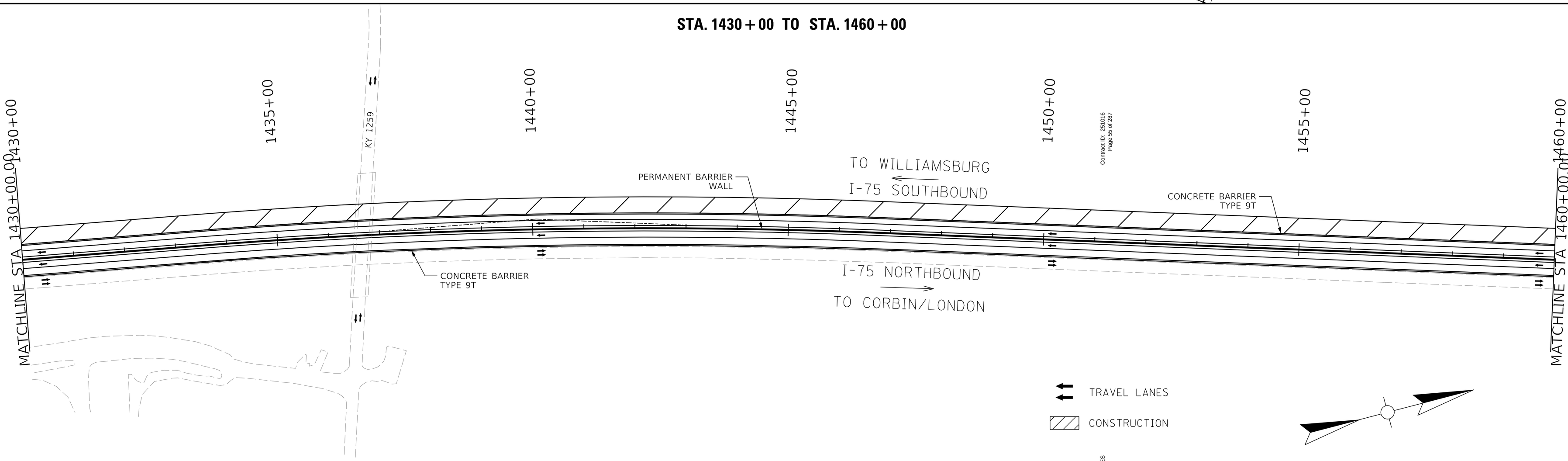
ITEM NO. 11-14.80
COUNTY OF WHITLEY

SHEET NO. R110

STA. 1460 + 00 TO STA. 1490 + 00



STA. 1430 + 00 TO STA. 1460 + 00



Contract ID: 251016
Page 55 of 287

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY. Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 2

HORIZONTAL SCALE
SCALE: 1"=100'

0' 100' 200' 400'

STA. 1430+00 TO STA. 1490+00

ITEM NO. 11-14.80
COUNTY OF WHITLEY
SHEET NO. R111

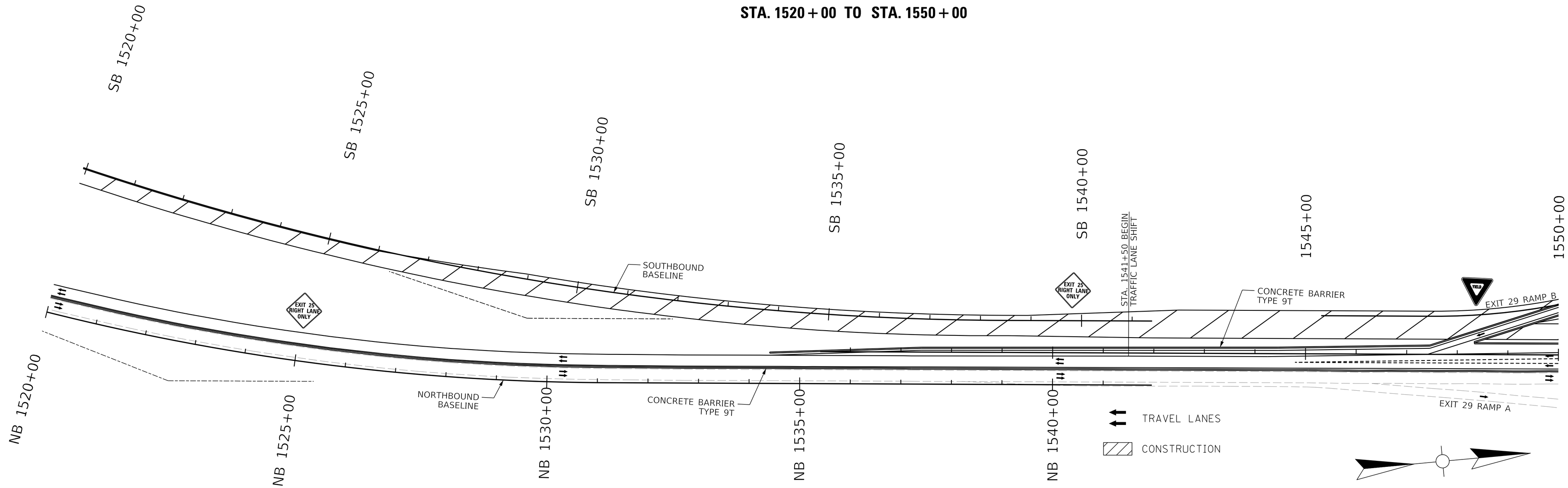
LAUREL-WHITLEY COUNTIES
12162.2016-NHP

OpenRoads Designer v10.16.2.267

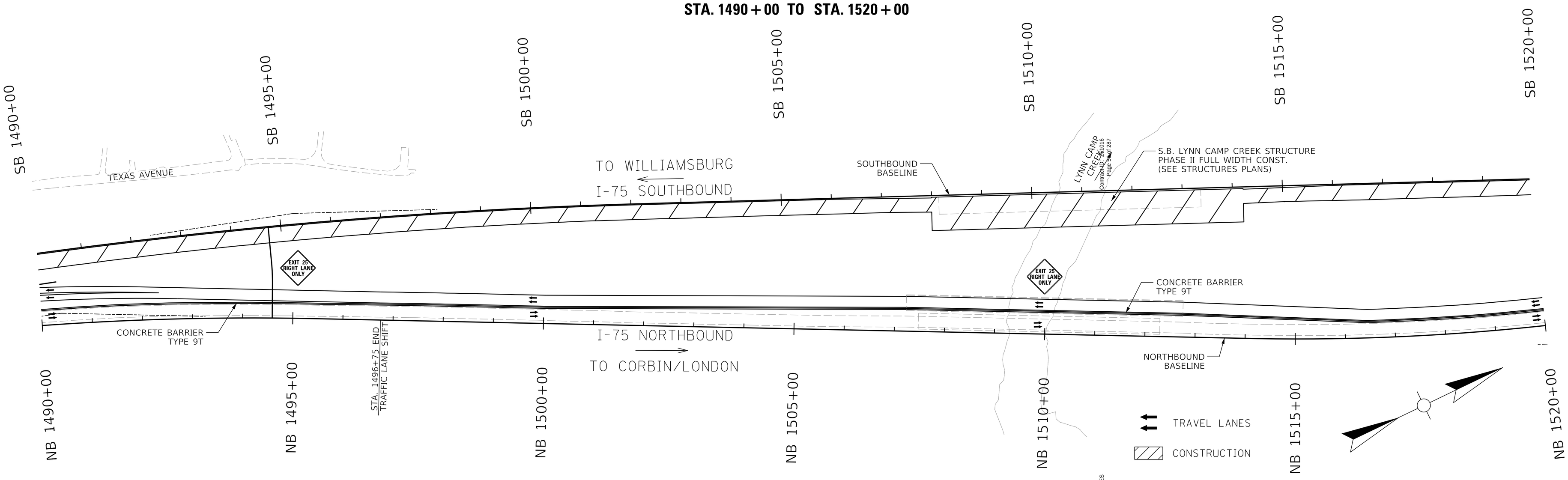
USER: mwirtzberger

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STA. 1520+00 TO STA. 1550+00



STA. 1490+00 TO STA. 1520+00



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 2

HORIZONTAL SCALE
SCALE: 1"=100'

0' 100' 200' 400'

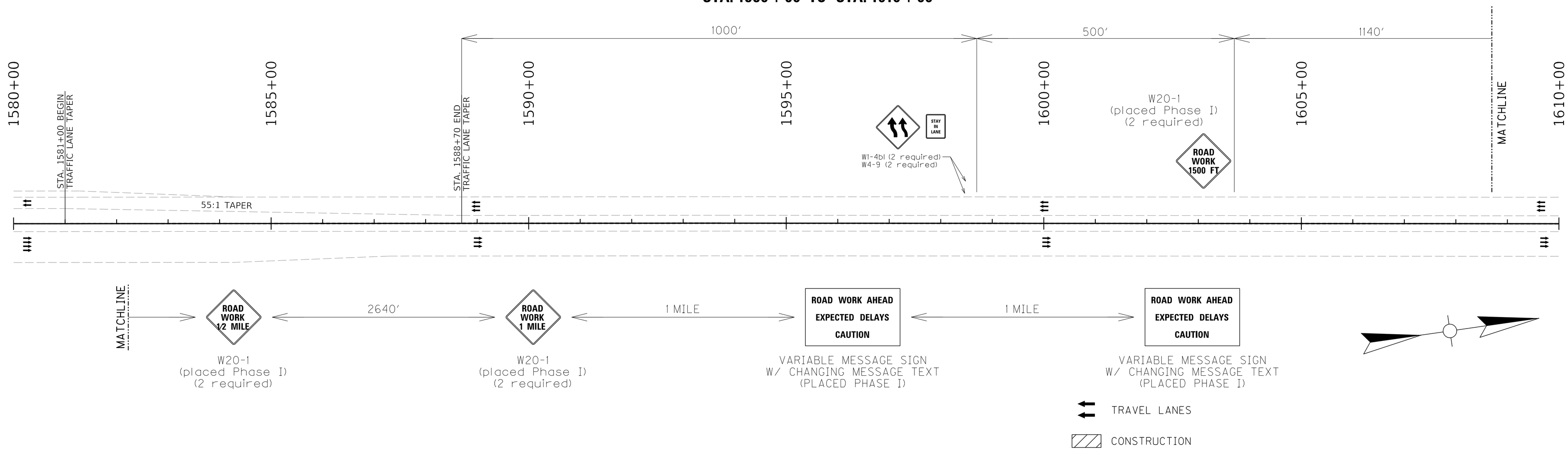
STA. 1490+00 TO STA. 1550+00

ITEM NO. 11-14.80

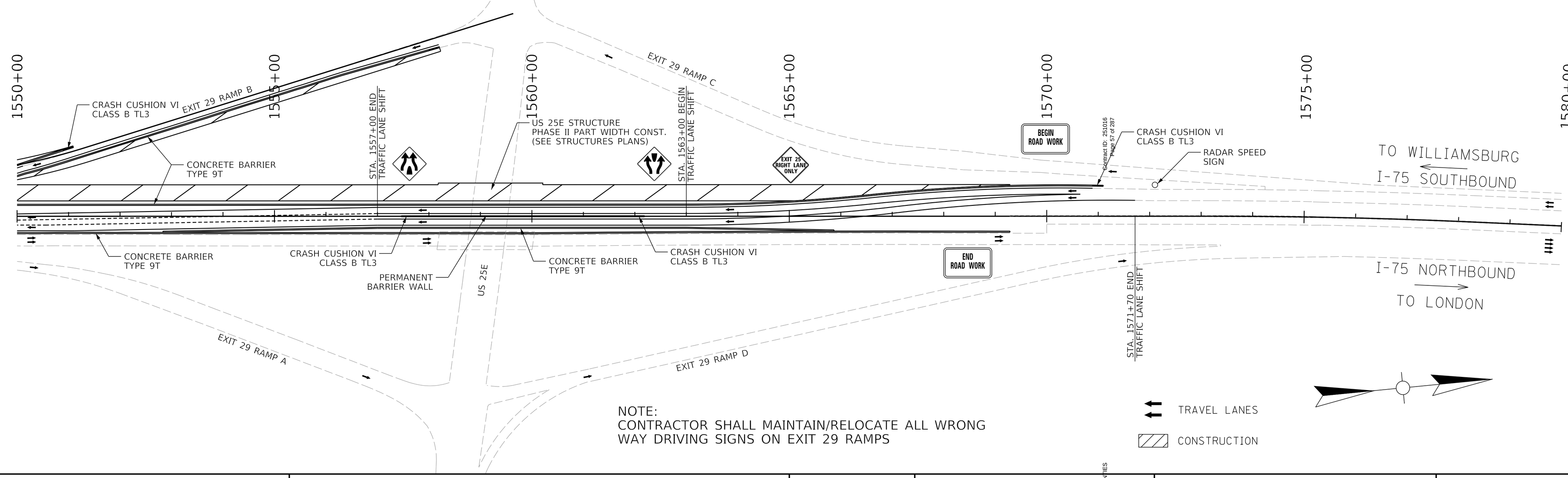
COUNTY OF WHITLEY/LAUREL

SHEET NO. R112

STA. 1580 + 00 TO STA. 1610 + 00



STA. 1550 + 00 TO STA. 1580 + 00



NOTE:
CONTRACTOR SHALL MAINTAIN/RELOCATE ALL WRONG WAY DRIVING SIGNS ON EXIT 29 RAMPS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 2

HORIZONTAL SCALE
SCALE: 1"=100'

0′ 100′ 200′ 400′

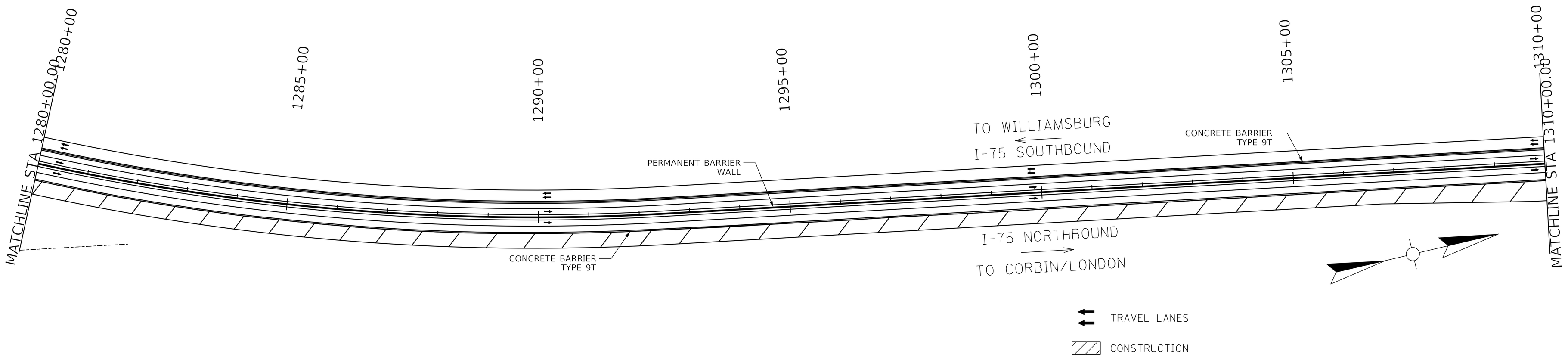
STA. 1550+00 TO STA. 1610+00

ITEM NO. 11-14.80
COUNTY OF LAUREL
SHEET NO. R113

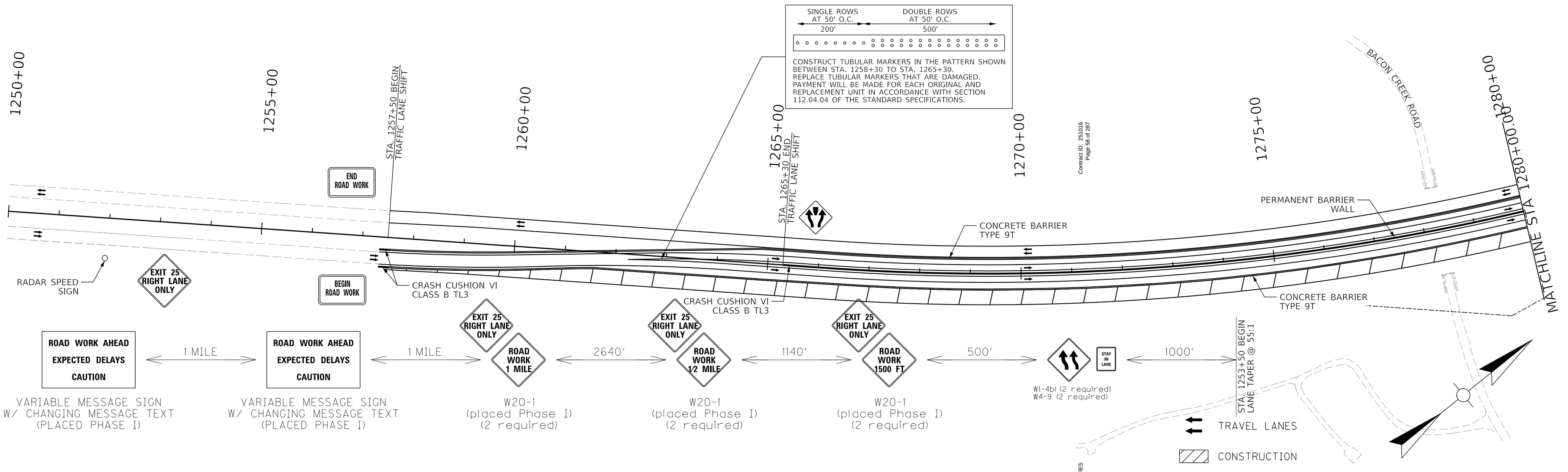
LAUREL-WHITLEY COUNTIES 12216 2016-NHPP

OpenRoads Designer v10.16.2.267
USER: mwirtzberger
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STA. 1280 + 00 TO STA. 1310 + 00



STA. 1250 + 00 TO STA. 1280 + 00



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 3

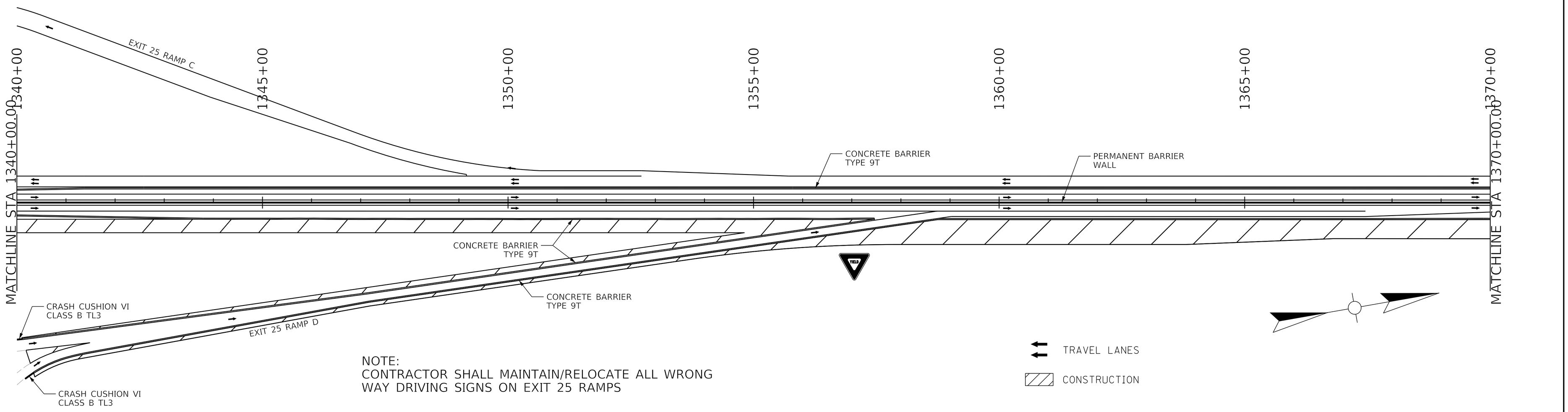
HORIZONTAL SCALE
SCALE: 1"=100'

0' 100' 200' 400'

STA. 1250+00 TO STA. 1310+00

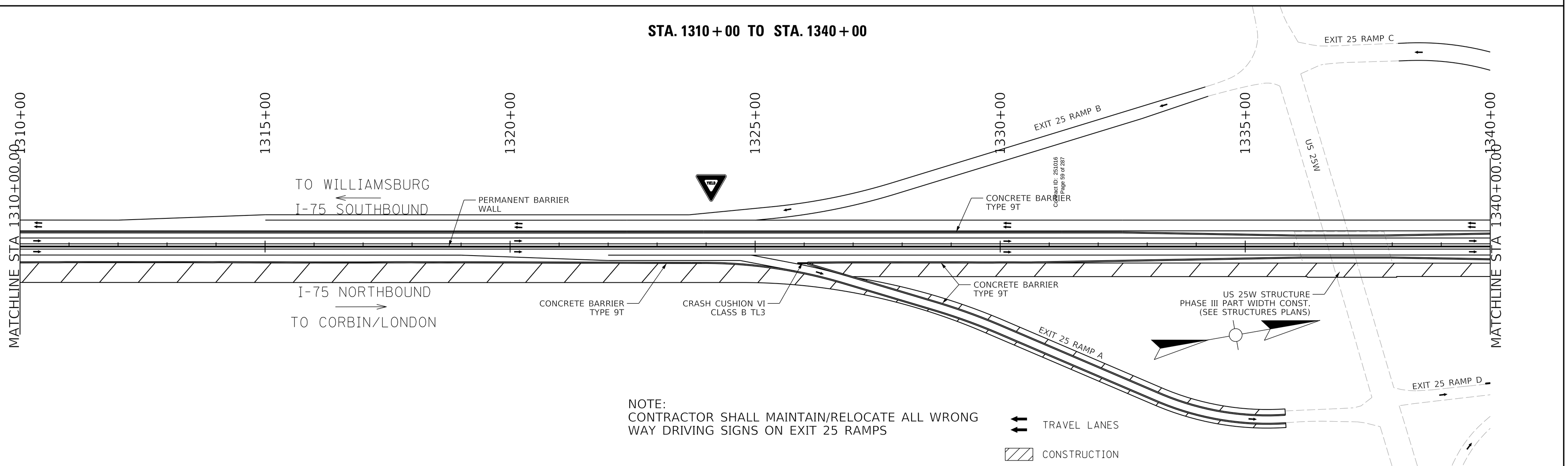
ITEM NO. 11-14.80
COUNTY OF WHITLEY
SHEET NO. R114

STA. 1340+00 TO STA. 1370+00



NOTE:
CONTRACTOR SHALL MAINTAIN/RELOCATE ALL WRONG WAY DRIVING SIGNS ON EXIT 25 RAMPS

STA. 1310+00 TO STA. 1340+00



NOTE:
CONTRACTOR SHALL MAINTAIN/RELOCATE ALL WRONG WAY DRIVING SIGNS ON EXIT 25 RAMPS

Contract ID: 251016
Page 59 of 287

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 3

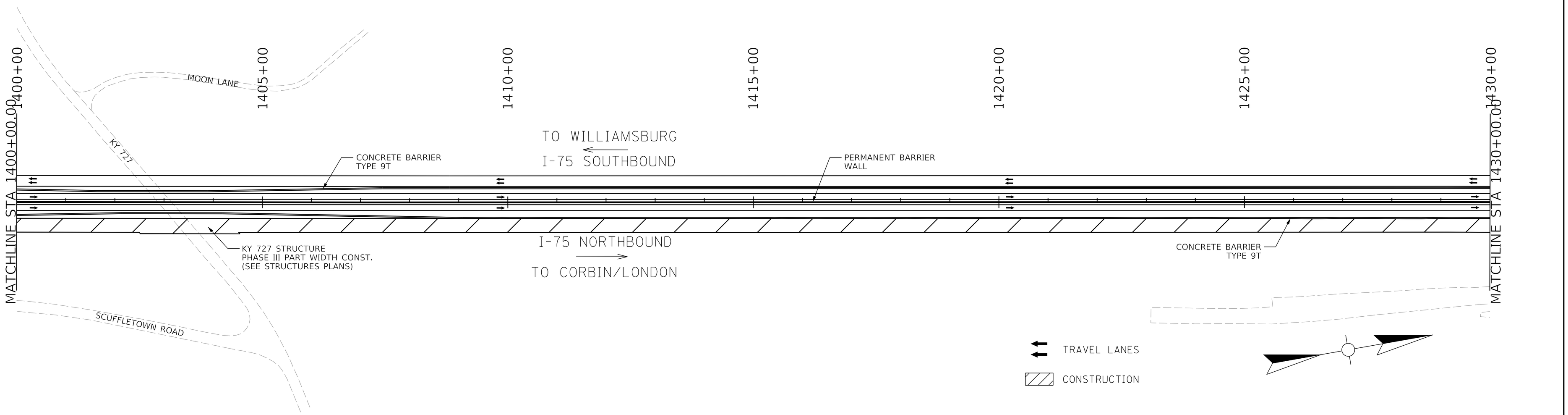
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SCALE: 1"=100'

0' 100' 200' 400'

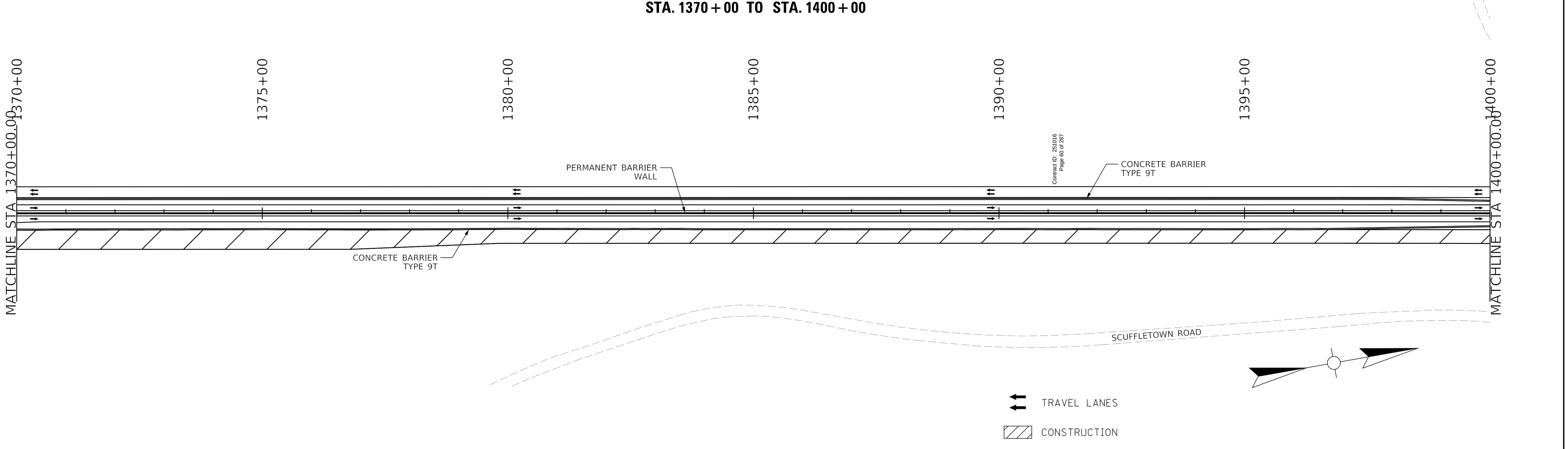
STA. 1310+00 TO STA. 1370+00

ITEM NO. 11-14.80
COUNTY OF WHITLEY
SHEET NO. R115

STA. 1400 + 00 TO STA. 1430 + 00



STA. 1370 + 00 TO STA. 1400 + 00



Contract ID: 251016
Page 60 of 287

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 3

HORIZONTAL SCALE
SCALE: 1"=100'

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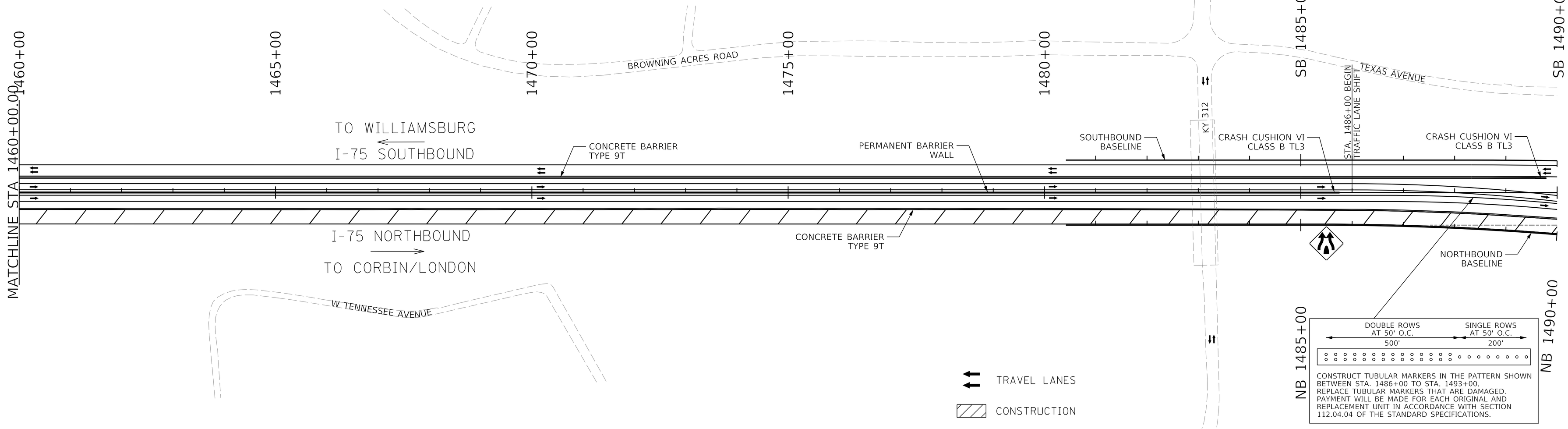
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ITEM NO. 11-14.80

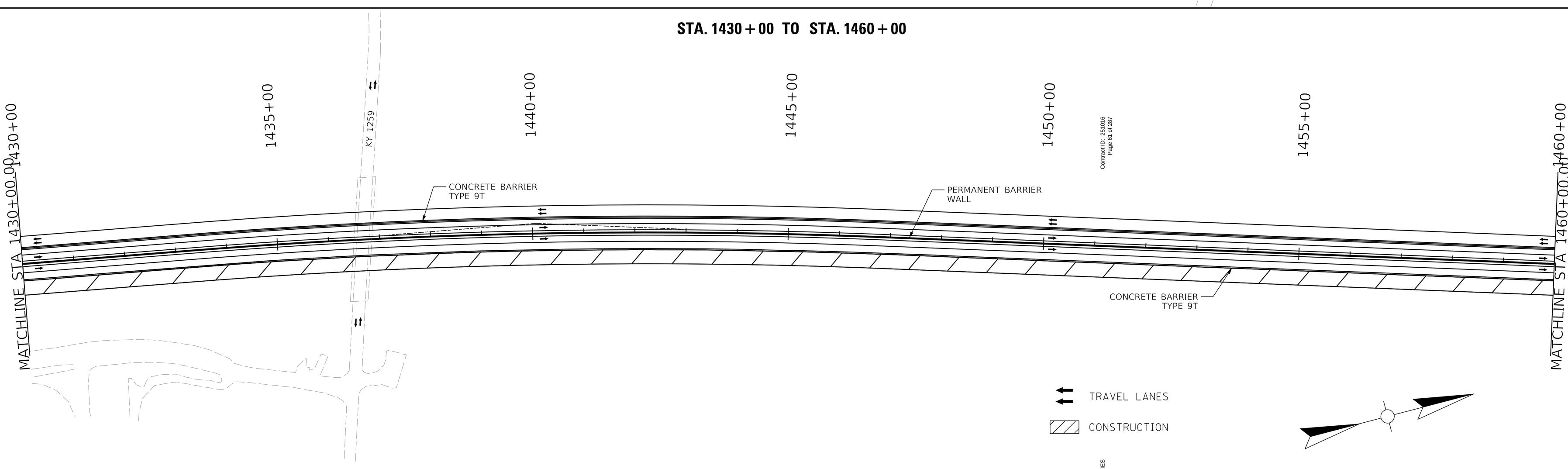
COUNTY OF WHITLEY

SHEET NO. R116

STA. 1460 + 00 TO STA. 1490 + 00



STA. 1430 + 00 TO STA. 1460 + 00



Contract ID: 251016
Page 61 of 267

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 3

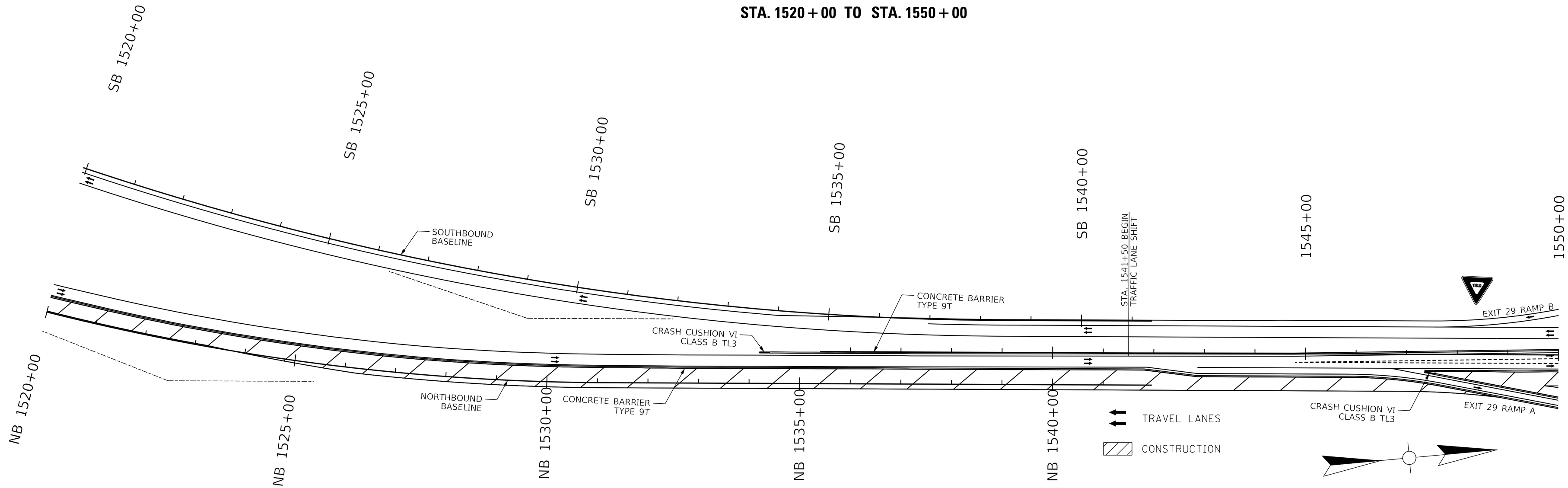
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SCALE: 1"=100'

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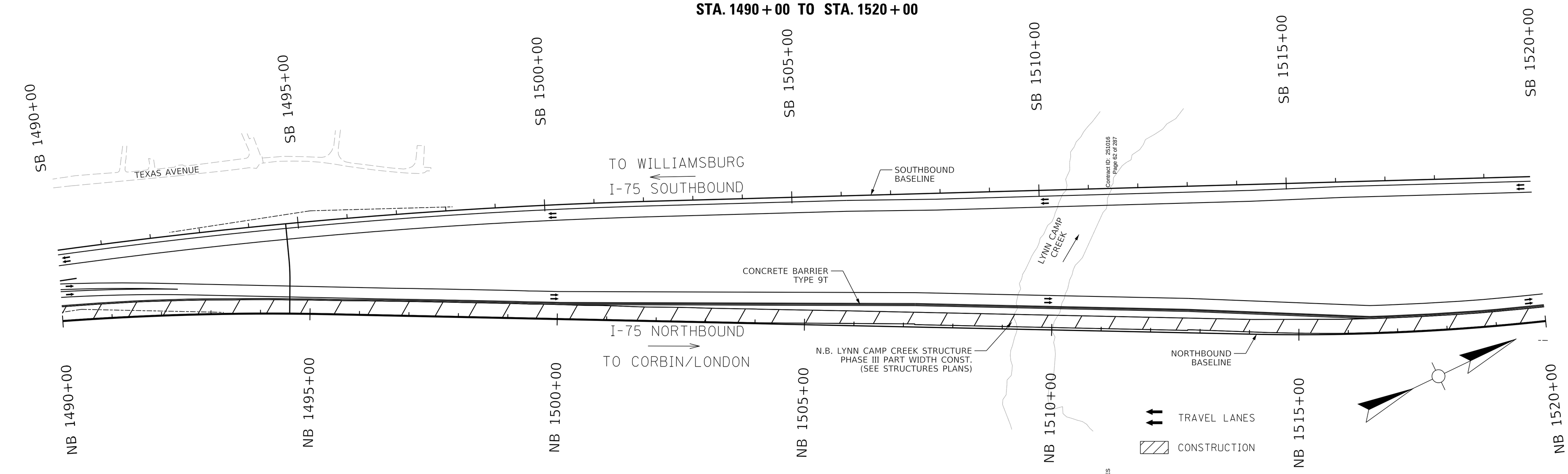
STA. 1430+00 TO STA. 1490+00

ITEM NO. 11-14.80
COUNTY OF WHITLEY
SHEET NO. R117

STA. 1520 + 00 TO STA. 1550 + 00



STA. 1490 + 00 TO STA. 1520 + 00



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY Transportation Cabinet

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 3

HORIZONTAL SCALE
SCALE: 1"=100'

0' 100' 200' 400'

STA. 1490+00 TO STA. 1550+00

ITEM NO. 11-14.80

COUNTY OF WHITLEY/LAUREL

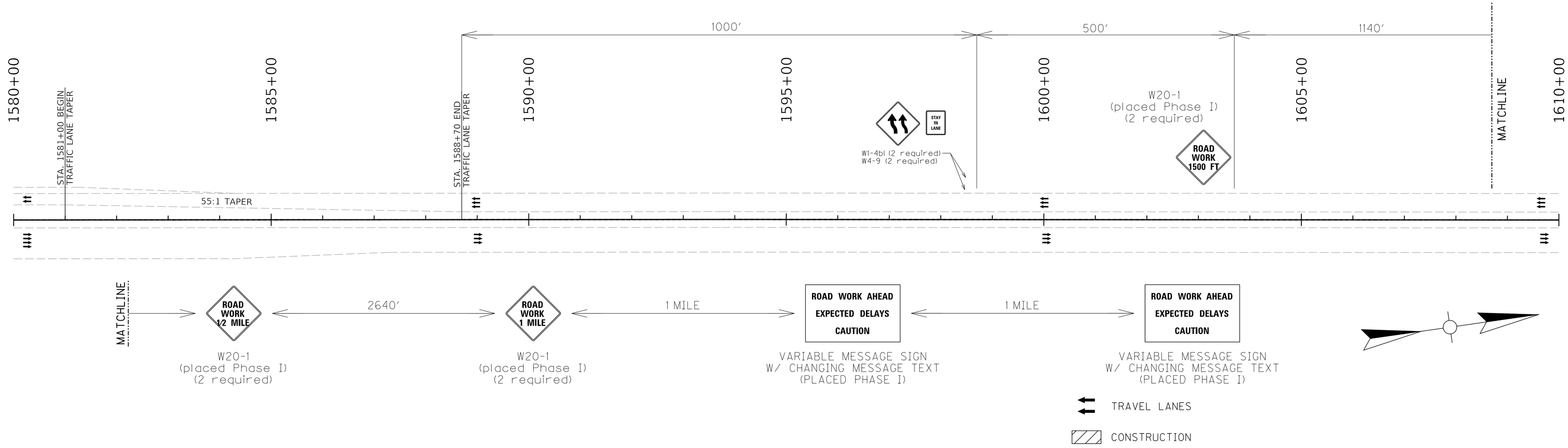
SHEET NO. R118

OpenRoads Designer v10.16.2.267

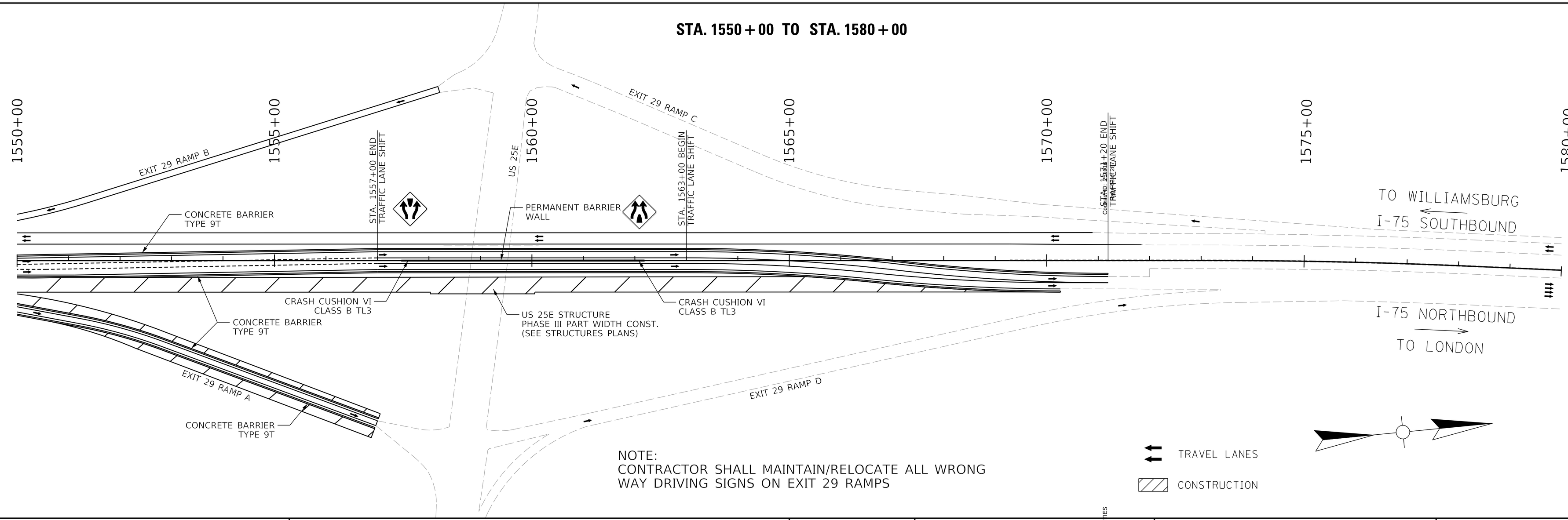
USER: mwirtzberger

FILE NAME: J:\12216 - I-75 LAUREL-WHITLEY COUNTIES - 2022\50 - PLAN SHEETS\10 - ROADWAY\50 - DETAIL SHEETS\10 - LAUREL-WHITLEY COUNTIES 12216 2016-NHPP MAINTENANCE OF TRAFFIC\CL I-75 COMMON 1 - PHASE 3 PLAN 5 MOT.DGN

STA. 1580 + 00 TO STA. 1610 + 00



STA. 1550 + 00 TO STA. 1580 + 00



NOTE:
CONTRACTOR SHALL MAINTAIN/RELOCATE ALL WRONG WAY DRIVING SIGNS ON EXIT 29 RAMPS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY TRANSPORTATION COST

MAINTENANCE OF TRAFFIC - CONSTRUCTION PHASE 3

HORIZONTAL SCALE
SCALE: 1"=100'

0′ 100′ 200′ 400′

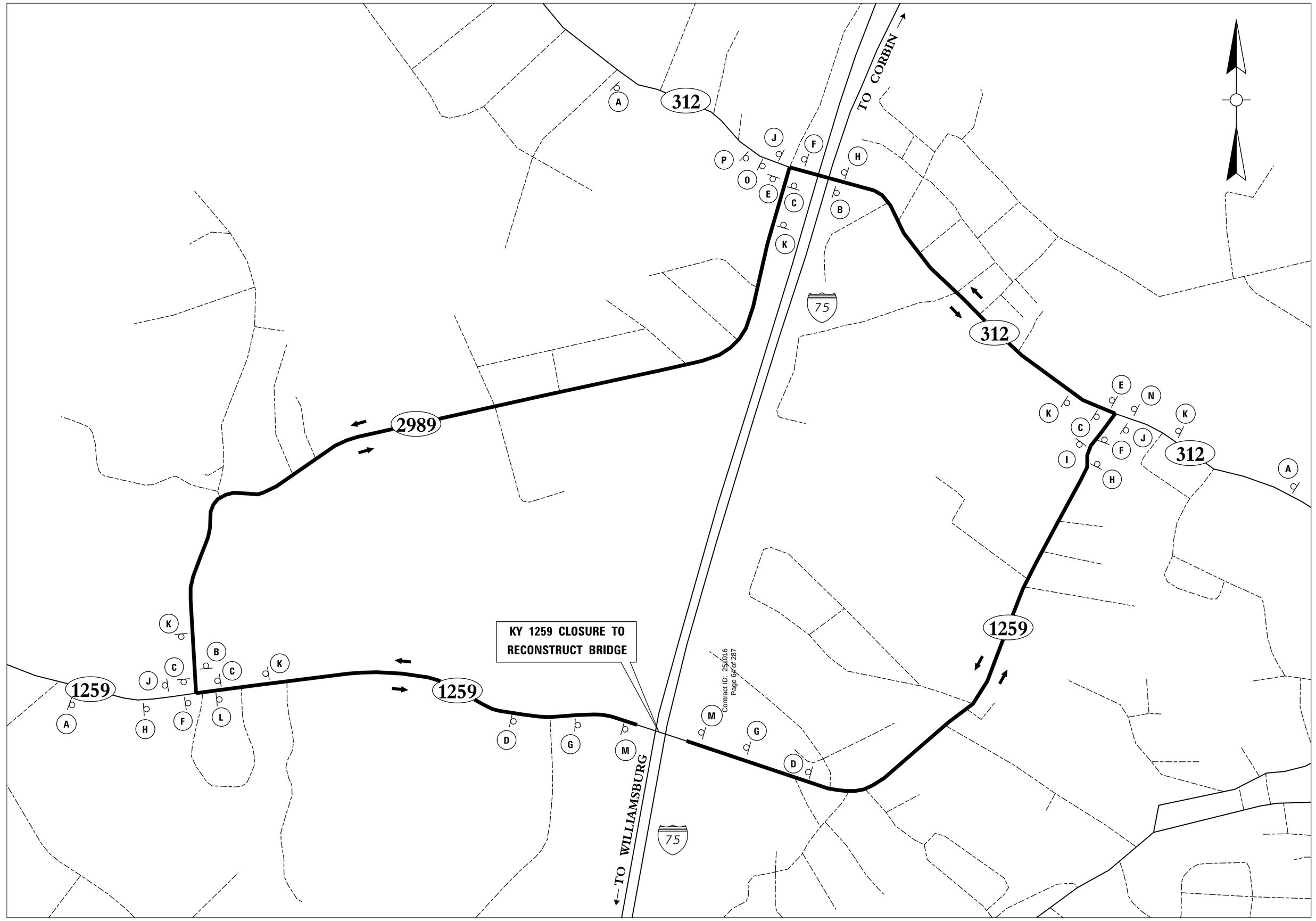
LAUREL-WHITLEY COUNTIES
12216-0016-NHPP

STA. 1550+00 TO STA. 1610+00

ITEM NO. 11-14.80
COUNTY OF LAUREL
SHEET NO. R119

OpenRoads Designer v10.16.2.267
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DETOUR LAYOUT & SIGNING PLAN



DETOUR 1500 FT (48" x 48") 16 SQ. FT. — A — QTY. 3

DETOUR / NORTH / 1259 — (24" x 12") 2 SQ. FT. / (24" x 12") 2 SQ. FT. / (30" x 24") 5 SQ. FT. — B — QTY. 2

DETOUR / 1259 → — (24" x 12") 2 SQ. FT. / (30" x 24") 5 SQ. FT. / (21" x 15") 2.2 SQ. FT. — C — QTY. 3

ROAD CLOSED 1000 FT (48" x 48") 16 SQ. FT. — D — QTY. 2

DETOUR / SOUTH / 1259 — (24" x 12") 2 SQ. FT. / (24" x 12") 2 SQ. FT. / (30" x 24") 5 SQ. FT. — E — QTY. 2

DETOUR / 1259 ← — (24" x 12") 2 SQ. FT. / (30" x 24") 5 SQ. FT. / (21" x 15") 2.2 SQ. FT. — F — QTY. 4

ROAD CLOSED 500 FT (48" x 48") 16 SQ. FT. — G — QTY. 2

DETOUR / 1259 ↰ — (24" x 12") 2 SQ. FT. / (30" x 24") 5 SQ. FT. / (21" x 15") 2.2 SQ. FT. — H — QTY. 3

TYPE III BARRICADE — ROAD CLOSED 1.0 MILE AHEAD LOCAL TRAFFIC ONLY — (60" x 30") 12.5 SQ. FT. — I — QTY. 1

END DETOUR / 1259 — (24" x 18") 3 SQ. FT. / (30" x 24") 5 SQ. FT. — J — QTY. 3

DETOUR / 1259 ↱ — (24" x 12") 2 SQ. FT. / (30" x 24") 5 SQ. FT. / (21" x 15") 2.2 SQ. FT. — K — QTY. 4

TYPE III BARRICADE — ROAD CLOSED 0.6 MILES AHEAD LOCAL TRAFFIC ONLY / DETOUR — (60" x 30") 12.5 SQ. FT. / (48" x 18") 6 SQ. FT. — L — QTY. 1

TYPE III BARRICADE — ROAD CLOSED — (48" x 30") 10 SQ. FT. — M — QTY. 2

DETOUR / 1259 ↑ — (24" x 12") 2 SQ. FT. / (30" x 24") 5 SQ. FT. / (21" x 15") 2.2 SQ. FT. — N — QTY. 1

DETOUR / NORTH / 1259 ↑ — (24" x 12") 2 SQ. FT. / (24" x 12") 2 SQ. FT. / (30" x 24") 5 SQ. FT. / (21" x 15") 2.2 SQ. FT. — O — QTY. 1

DETOUR / SOUTH / 1259 → — (24" x 12") 2 SQ. FT. / (24" x 12") 2 SQ. FT. / (30" x 24") 5 SQ. FT. / (21" x 15") 2.2 SQ. FT. — P — QTY. 1

FOR MAINTENANCE OF TRAFFIC ONLY

THE DETOUR LENGTH SHOWN IS APPROXIMATELY 2.1 MILES.
THE ROUND-TRIP DISTANCE IS APPROXIMATELY 3.7 MILES.

SIGNS SHOWN ARE GRAPHIC REPRESENTATIONS ONLY.
FOR COMPLETE DETAILS ON DETOUR SIGNING, REFER TO
THE CURRENT VERSION OF THE M.U.T.C.D.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TEAM KENTUCKY TRANSPORTATION CABINET

MAINTENANCE OF TRAFFIC - DETOUR MAP

NOT TO SCALE

LAUREL-WHITLEY COUNTIES
12216.00018-NHPP

KY 1259 DETOUR
PLAN SHEET

ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. R120

M E M O R A N D U M **(RA-005-2025)**

TO: **Randy Turner, PE**
Transportation Engineer Specialist
Division of Highway Design

cc: S. Chappell
D. Hoffman
M. Robertson
A. Johannes
M. Wirtzberger (EA)

FROM: **Adam Ross, PE**
Geotechnical Services Branch Manager
Division of Structural Design

BY: **Tyler Sheffield, PE**
Geotechnical Services Branch

DATE: **April 21, 2025**

SUBJECT: **Laurel County**
I-75
Station 1374+82 and 1534+02
Item #11-14.80
Mars # 6840202D
Project # 12F0 FD52 063 0075 027-028D
Geotechnical Engineering Roadway Report Addendum

Description

A geotechnical roadway report, R-018-2003, was issued for the subject project on March 5, 2003. A subsequent geotechnical addendum report, RA-008-2024, was issued on July 12, 2024 to address changes to geotechnical notes, updated project limits and station, updated embankment and cut slope designs, etc. The purpose of this addendum report is to address lightweight fill needs over select culverts that was not addressed in the original report or the aforementioned addendum. All recommendations and plan sheets from the first addendum report are still applicable. Recommendations and plan sheets accompanying this report are in addition to the ones provided in RA-008-2024.

Extensions of, and additional fill on top of, the existing 4'x4' Reinforced Concrete Box Culvert (RCBC) at approximate I-75 Station 1374+82 and 5'x4' RCBC at approximate I-75 Station 1534+02 are proposed. The existing culverts were constructed using step-down construction. The step-down sections of the culvert have a thinner top/side slabs and were not designed to withstand a full height embankment. Therefore, the existing culverts should not be subject to the additional embankment pressures of the proposed widening. It is recommended that lightweight fill be utilized to reduce the loading on the existing culvert sections caused by the new embankment. The lightweight fill is intended to keep pressures on the existing culvert from increasing after the new embankment is placed.

For these culverts, lightweight fill in the form of Lightweight Aggregate Fill was determined to be suitable for load reduction.

The lightweight fill must be a minimum width as shown on the subsequent geotechnical sheets. The Special Note for Lightweight Aggregate Fill will need to be included in the construction proposal. It has been sent to District 11 Design and the design consultants, EA Partners, as an attachment with this addendum report. The Geotechnical Services Branch has developed Lightweight Fill Detail Sheets and an additional Geotechnical Note Sheet, which are attached to this report. The geotechnical recommendations found below, and on the Geotechnical Note Sheet, are included as additional recommendations that should be added to the plan set. These are NOT to replace the previously issued Geotechnical Note Sheet but is in addition to.

GEOTECHNICAL RECOMMENDATIONS:

25.) At the following locations place lightweight fill material, in the form of Lightweight Aggregate wrapped in Geotextile Fabric Class 2 for Separation, as shown in the plans and in accordance with the special note for Lightweight Aggregate and the Lightweight Aggregate Fill Detail Sheet. These documents provide additional detail on the construction of the lightweight fill. The fill shall extend perpendicular to the culvert to the minimum limits shown on the detail sheets.

I-75
Station 1374+82
Station 1534+02

26.) Lightweight fill shall be covered with a minimum two (2)-foot soil cap. The soil shall consist of clay classified as either CL or CH in the unified soil classification system (USCS) and placed and compacted in accordance with section 206 of the current standard specifications for road and bridge construction.

27.) Temporary sheeting or shoring may be required with placement of lightweight fill materials. The specific designs for any necessary sheeting and shoring shall be performed by the contractor and reviewed/approved by the engineer. Construction and stability of temporary slopes required for lightweight fill placement are the responsibility of the contractor. Caution should be used with sheeting/shoring or temporary slopes adjacent to existing roadways. Minimize the time temporary cut slopes are exposed to reduce the likelihood of slope instability.

28.) Any changes in lightweight fill configuration and material type from the applicable lightweight fill detail sheet and special note will require additional design and analysis by the contractor or supplier, meeting the approval of the engineer.

cc: Division of Design (Plan Processing Section)
TEBM for Pavement Design
Division of Construction
TEBM for Project Delivery & Preservation (District)
TEBM for Project Development (District)
Project Manager (District)
Design Consultant (EA Partners)

GEOTECHNICAL NOTES (CONTINUED)

25.) AT THE FOLLOWING LOCATIONS PLACE LIGHTWEIGHT FILL MATERIAL, IN THE FORM OF LIGHTWEIGHT AGGREGATE WRAPPED IN GEOTEXTILE FABRIC CLASS 2 FOR SEPARATION, AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH THE SPECIAL NOTE FOR LIGHTWEIGHT AGGREGATE FILL AND THE LIGHTWEIGHT AGGREGATE FILL DETAIL SHEET. THESE DOCUMENTS PROVIDE ADDITIONAL DETAIL ON THE CONSTRUCTION OF THE LIGHTWEIGHT FILL. THE FILL SHALL EXTEND PERPENDICULAR TO THE CULVERT TO THE MINIMUM LIMITS SHOWN ON THE DETAIL SHEETS.

I-75
STATION 1374+82
STATION 1534+02

26.) LIGHTWEIGHT FILL SHALL BE COVERED WITH A MINIMUM TWO (2)- FOOT SOIL CAP. THE SOIL SHALL CONSIST OF CLAY CLASSIFIED AS EITHER CL OR CH IN THE UNIFIED SOIL CLASSIFICATION SYSTEM (USCS) AND PLACED AND COMPACTED IN ACCORDANCE WITH SECTION 206 OF THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

27.) TEMPORARY SHEETING OR SHORING MAY BE REQUIRED WITH PLACEMENT OF LIGHTWEIGHT FILL MATERIALS. THE SPECIFIC DESIGNS FOR ANY NECESSARY SHEETING AND SHORING SHALL BE PERFORMED BY THE CONTRACTOR AND REVIEWED/APPROVED BY THE ENGINEER. CONSTRUCTION AND STABILITY OF TEMPORARY SLOPES REQUIRED FOR LIGHTWEIGHT FILL PLACEMENT ARE THE RESPONSIBILITY OF THE CONTRACTOR. CAUTION SHOULD BE USED WITH SHEETING/SHORING OR TEMPORARY SLOPES ADJACENT TO EXISTING ROADWAYS. MINIMIZE THE TIME TEMPORARY CUT SLOPES ARE EXPOSED TO REDUCE THE LIKELIHOOD OF SLOPE INSTABILITY.

28.) ANY CHANGES IN LIGHTWEIGHT FILL CONFIGURATION AND MATERIAL TYPE FROM THE APPLICABLE LIGHTWEIGHT FILL DETAIL SHEET AND SPECIAL NOTE WILL REQUIRE ADDITIONAL DESIGN AND ANALYSIS BY THE CONTRACTOR OR SUPPLIER, MEETING THE APPROVAL OF THE ENGINEER.

LIGHTWEIGHT AGGREGATE FILL DETAILS (GENERAL CONFIGURATION) 4'X4' RCBC CULVERT EXTENSION STA 1374+82 I-75 INLET

NOTE: THIS IS ONLY A TYPICAL LIGHTWEIGHT FILL CONFIGURATION. ALL MEASUREMENTS AND SLOPES EXPLICITLY GIVEN ON THIS SHEET MUST BE FOLLOWED AND THE INDICATED MINIMUM LIGHTWEIGHT FILL VOLUME MUST BE MAINTAINED.

LIGHTWEIGHT AGGREGATE NOTES:

1) PLACE THE LIGHTWEIGHT AGGREGATE FILL MATERIAL AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH THE SPECIAL NOTE FOR LIGHTWEIGHT AGGREGATE FILL. THE LIGHTWEIGHT AGGREGATE FILL MUST BE WRAPPED ON ALL SIDES WITH GEOTEXTILE FABRIC CLASS 2 FOR SEPARATION. THE MATERIAL COST AND PLACEMENT OF THE FABRIC WILL BE INCIDENTAL TO THE UNIT BID PRICE FOR "LIGHTWEIGHT AGGREGATE FILL".

2) PAYMENT FOR THE LIGHTWEIGHT AGGREGATE FILL WILL BE MADE ON THE BASIS OF THE PLAN QUANTITIES. NO SEPARATE FIELD MEASUREMENT FOR LIGHTWEIGHT AGGREGATE SHALL BE MADE. THE FINAL QUANITIES WILL BE THE DESIGN PLAN QUANTITIES INCREASED OR DECREASED BY AUTHORIZED CHANGES. THE UNIT PRICE BID FOR "LIGHTWEIGHT AGGREGATE FILL" SHALL BE FULL COMPENSATION FOR ALL ENGINEERING, MATERIALS, LABOR AND INCIDENTAL ITEMS NECESSARY TO CONSTRUCT THE LIGHTWEIGHT AGGREGATE FILL IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND CONTRACT DOCUMENTS.

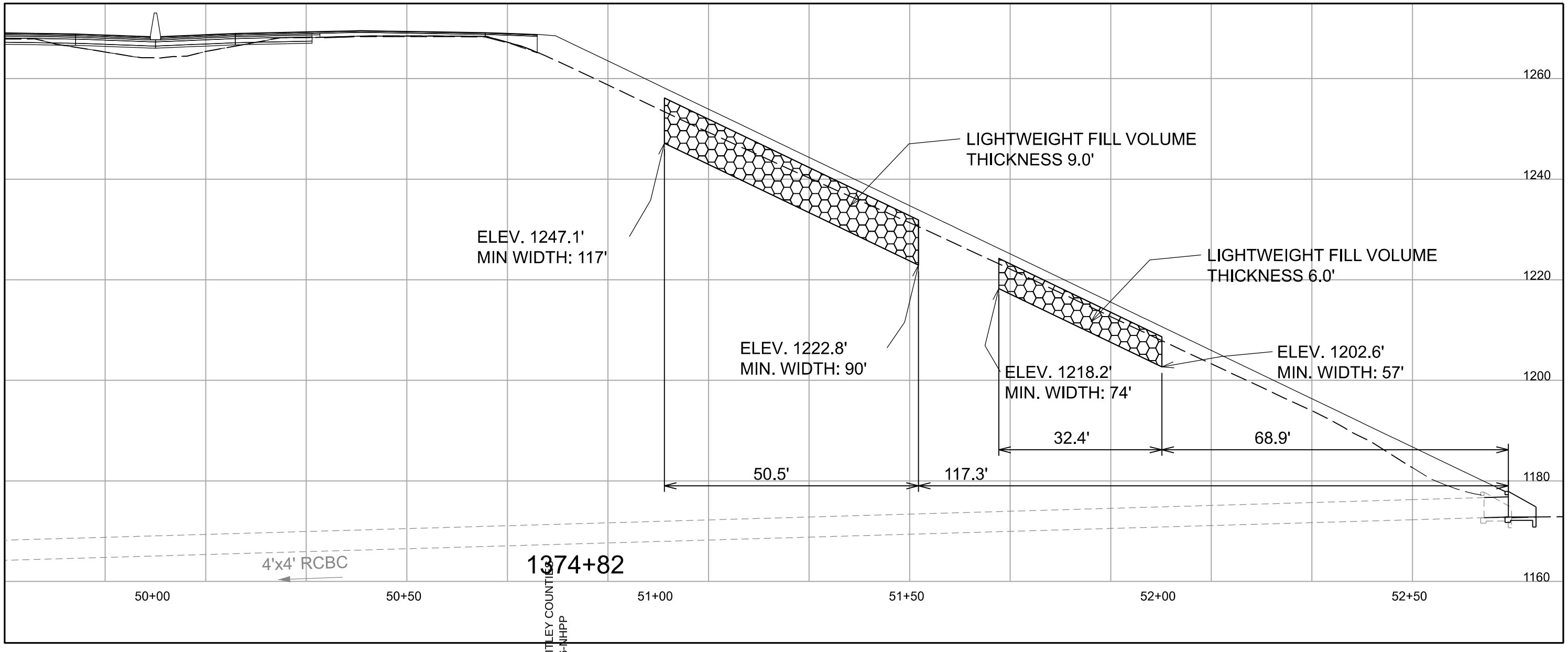
3) LIGHTWEIGHT AGGREGATE FILL SHALL BE CONSTRUCTED OF MATERIAL APPROVED FOR USE BY THE KENTUCKY TRANSPORTATION CABINET. DETAILS SHOWN IN THESE PLANS FOR LIGHTWEIGHT AGGREGATE FILL REPRESENT LIMITS OF FILL WHERE THE DESIRED WEIGHT (PRESSURE) REDUCTION IS REQUIRED. IF THE CONTRACTOR PROPOSES TO USE THE UNIT WEIGHT SPECIFIED IN THE PLANS, A MATERIAL DATA SHEET WILL BE SUFFICIENT FOR VERIFICATION OF THE PROPOSED MATERIAL (NO ADDITIONAL CALCULATIONS WILL BE REQUIRED UNLESS REQUESTED BY THE ENGINEER). IF THE CONTRACTOR PROPOSES TO USE A UNIT WEIGHT DIFFERENT THAN WHAT WAS USED IN THE INITIAL CONFIGURATION, CONSTRUCTION DETAILS AND SEALED ENGINEERING CALCULATIONS SHOWING MATERIALS, METHODS AND MEANS PROPOSED TO PRODUCE THE DESIRED WEIGHT REDUCTION ON THE EXISTING CULVERT USING "LIGHTWEIGHT AGGREGATE FILL" SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. THIS SUBMISSION SHALL BE MADE 30 DAYS PRIOR TO ORDERING MATERIAL OR BEGINNING EXCAVATION FOR PLACEMENT OF LIGHTWEIGHT AGGREGATE FILL.

4) PROVIDE A LIGHTWEIGHT AGGREGATE WITH A MAXIMUM DRY DENSITY OF 60 LBS/CUBIC FOOT OR LESS. SEE SECTION 2 OF THE SPECIAL NOTE FOR LIGHTWEIGHT AGGREGATE FILL.

5) PROVIDE A MINIMUM 2-FOOT COMPACTED SOIL CAP OVER THE TOP OF THE LIGHTWEIGHT AGGREGATE FILL.

6) THE WIDTH OF THE LWF VARIES LINEARLY BETWEEN THE WIDTHS SHOWN ON THE DETAIL BELOW

Contract ID: 251066 Page 68 of 327



LAUREL - WHITLEY COUNTIES
121GR25016-NHPP

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

KENTUCKY TRANSPORTATION CABINET

Division of Structural Design
Geotechnical Branch

DATE:	CHECKED BY
DESIGNED BY:	
DETAILED BY:	

I-75 STA. 1374+82 INLET

LIGHTWEIGHT AGGREGATE FILL DETAIL

ROUTE	ITEM NO.	COUNTY OF
I-75	11-0014.80	LAUREL
	SHEET NO.	DRAWING NUMBER
		RA-005-2025

LIGHTWEIGHT AGGREGATE FILL DETAILS (GENERAL CONFIGURATION) 4'X4' RCBC CULVERT EXTENSION STA 1374+82 I-75 OUTLET

NOTE: THIS IS ONLY A TYPICAL LIGHTWEIGHT FILL CONFIGURATION. ALL MEASUREMENTS AND SLOPES EXPLICITLY GIVEN ON THIS SHEET MUST BE FOLLOWED AND THE INDICATED MINIMUM LIGHTWEIGHT FILL VOLUME MUST BE MAINTAINED.

LIGHTWEIGHT AGGREGATE NOTES:

1) PLACE THE LIGHTWEIGHT AGGREGATE FILL MATERIAL AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH THE SPECIAL NOTE FOR LIGHTWEIGHT AGGREGATE FILL. THE LIGHTWEIGHT AGGREGATE FILL MUST BE WRAPPED ON ALL SIDES WITH GEOTEXTILE FABRIC CLASS 2 FOR SEPARATION. THE MATERIAL COST AND PLACEMENT OF THE FABRIC WILL BE INCIDENTAL TO THE UNIT BID PRICE FOR "LIGHTWEIGHT AGGREGATE FILL".

2) PAYMENT FOR THE LIGHTWEIGHT AGGREGATE FILL WILL BE MADE ON THE BASIS OF THE PLAN QUANTITIES. NO SEPARATE FIELD MEASUREMENT FOR LIGHTWEIGHT AGGREGATE SHALL BE MADE. THE FINAL QUANITIES WILL BE THE DESIGN PLAN QUANTITIES INCREASED OR DECREASED BY AUTHORIZED CHANGES. THE UNIT PRICE BID FOR "LIGHTWEIGHT AGGREGATE FILL" SHALL BE FULL COMPENSATION FOR ALL ENGINEERING, MATERIALS, LABOR AND INCIDENTAL ITEMS NECESSARY TO CONSTRUCT THE LIGHTWEIGHT AGGREGATE FILL IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND CONTRACT DOCUMENTS.

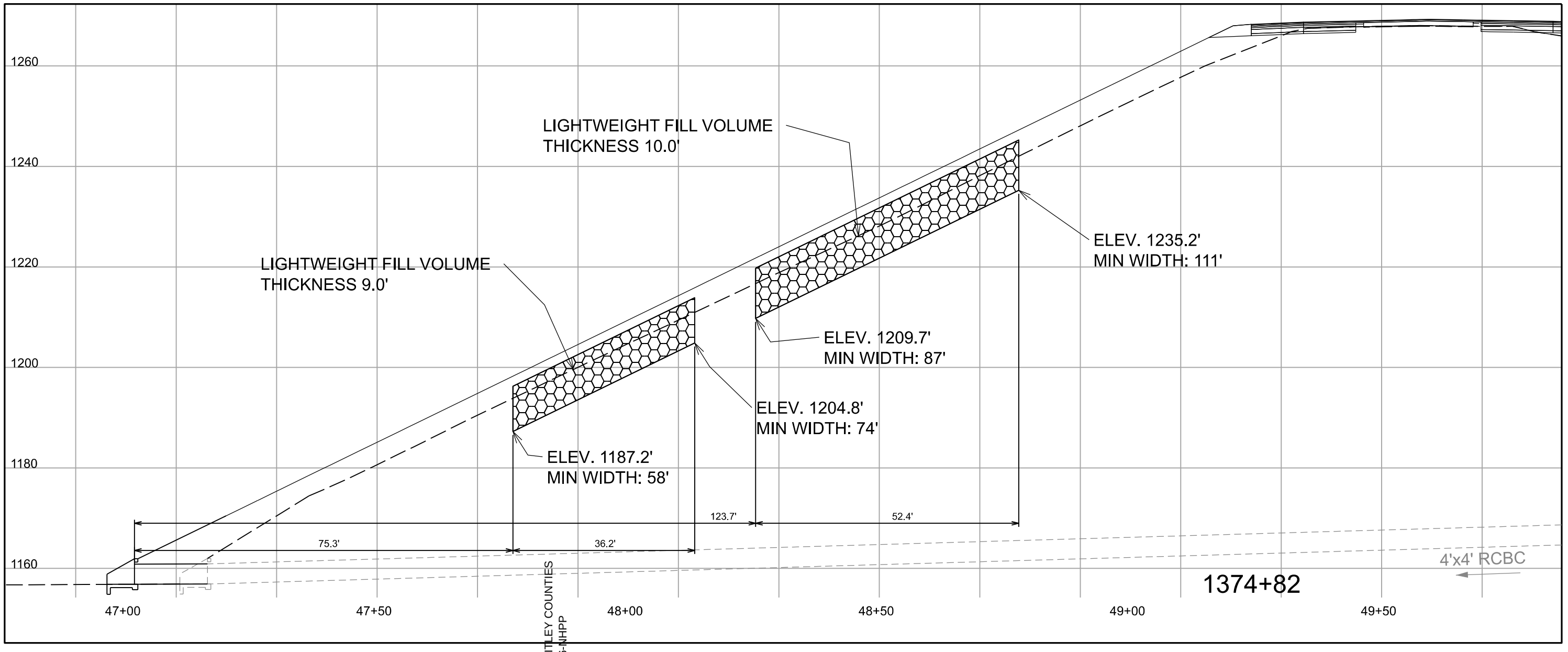
3) LIGHTWEIGHT AGGREGATE FILL SHALL BE CONSTRUCTED OF MATERIAL APPROVED FOR USE BY THE KENTUCKY TRANSPORTATION CABINET. DETAILS SHOWN IN THESE PLANS FOR LIGHTWEIGHT AGGREGATE FILL REPRESENT LIMITS OF FILL WHERE THE DESIRED WEIGHT (PRESSURE) REDUCTION IS REQUIRED. IF THE CONTRACTOR PROPOSES TO USE THE UNIT WEIGHT SPECIFIED IN THE PLANS, A MATERIAL DATA SHEET WILL BE SUFFICIENT FOR VERIFICATION OF THE PROPOSED MATERIAL (NO ADDITIONAL CALCULATIONS WILL BE REQUIRED UNLESS REQUESTED BY THE ENGINEER). IF THE CONTRACTOR PROPOSES TO USE A UNIT WEIGHT DIFFERENT THAN WHAT WAS USED IN THE INITIAL CONFIGURATION, CONSTRUCTION DETAILS AND SEALED ENGINEERING CALCULATIONS SHOWING MATERIALS, METHODS AND MEANS PROPOSED TO PRODUCE THE DESIRED WEIGHT REDUCTION ON THE EXISTING CULVERT USING "LIGHTWEIGHT AGGREGATE FILL" SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. THIS SUBMISSION SHALL BE MADE 30 DAYS PRIOR TO ORDERING MATERIAL OR BEGINNING EXCAVATION FOR PLACEMENT OF LIGHTWEIGHT AGGREGATE FILL.

4) PROVIDE A LIGHTWEIGHT AGGREGATE WITH A MAXIMUM DRY DENSITY OF 60 LBS/CUBIC FOOT OR LESS. SEE SECTION 2 OF THE SPECIAL NOTE FOR LIGHTWEIGHT AGGREGATE FILL.

5) PROVIDE A MINIMUM 2-FOOT COMPACTED SOIL CAP OVER THE TOP OF THE LIGHTWEIGHT AGGREGATE FILL.

6) THE WIDTH OF THE LWF VARIES LINEARLY BETWEEN THE WIDTHS SHOWN ON THE DETAIL BELOW

Contract ID: 251066 Page 69 of 287



LAUREL - WHITLEY COUNTIES
121GR25D016-NHPP

COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS		Division of Structural Design Geotechnical Branch	DATE: / DESIGNED BY: / DETAILED BY:	CHECKED BY	I-75 STA. 1374+82 OUTLET LIGHTWEIGHT AGGREGATE FILL DETAIL	ROUTE I-75	ITEM NO. 11-0014.80 SHEET NO.	COUNTY OF LAUREL DRAWING NUMBER RA-005-2025

LIGHTWEIGHT AGGREGATE FILL DETAILS (GENERAL CONFIGURATION) 5'X4' RCBC CULVERT EXTENSION STA 1534+02 I-75 INLET/OUTLET

NOTE: THIS IS ONLY A TYPICAL LIGHTWEIGHT FILL CONFIGURATION. ALL MEASUREMENTS AND SLOPES EXPLICITLY GIVEN ON THIS SHEET MUST BE FOLLOWED AND THE INDICATED MINIMUM LIGHTWEIGHT FILL VOLUME MUST BE MAINTAINED.

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2) PAYMENT FOR THE LIGHTWEIGHT AGGREGATE FILL WILL BE MADE ON THE BASIS OF THE PLAN QUANTITIES. NO SEPARATE FIELD MEASUREMENT FOR LIGHTWEIGHT AGGREGATE SHALL BE MADE. THE FINAL QUANITIES WILL BE THE DESIGN PLAN QUANTITIES INCREASED OR DECREASED BY AUTHORIZED CHANGES. THE UNIT PRICE BID FOR "LIGHTWEIGHT AGGREGATE FILL" SHALL BE FULL COMPENSATION FOR ALL ENGINEERING, MATERIALS, LABOR AND INCIDENTAL ITEMS NECESSARY TO CONSTRUCT THE LIGHTWEIGHT AGGREGATE FILL IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND CONTRACT DOCUMENTS.

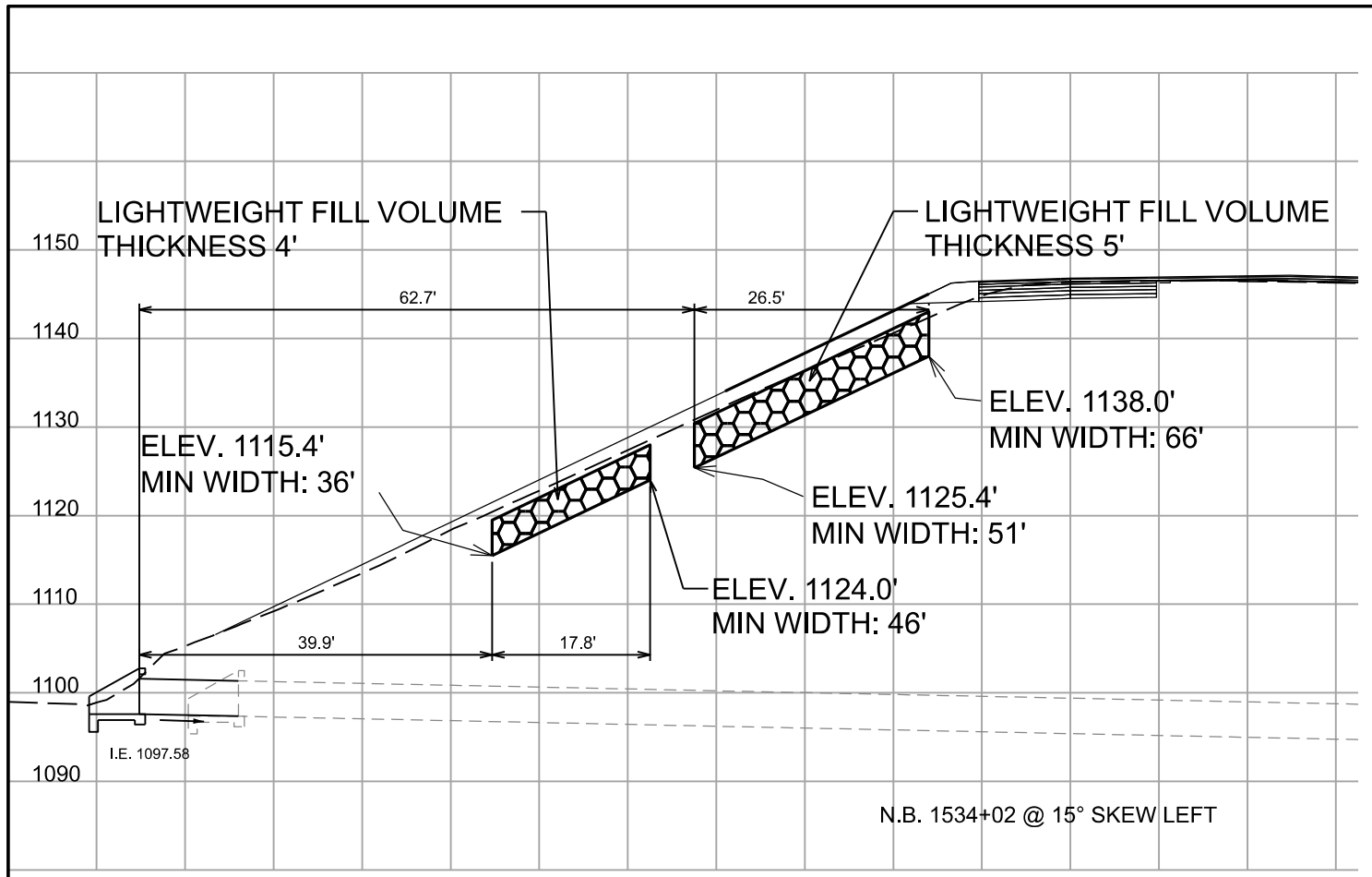
3) LIGHTWEIGHT AGGREGATE FILL SHALL BE CONSTRUCTED OF MATERIAL APPROVED FOR USE BY THE KENTUCKY TRANSPORTATION CABINET. DETAILS SHOWN IN THESE PLANS FOR LIGHTWEIGHT AGGREGATE FILL REPRESENT LIMITS OF FILL WHERE THE DESIRED WEIGHT (PRESSURE) REDUCTION IS REQUIRED. IF THE CONTRACTOR PROPOSES TO USE THE UNIT WEIGHT SPECIFIED IN THE PLANS, A MATERIAL DATA SHEET WILL BE SUFFICIENT FOR VERIFICATION OF THE PROPOSED MATERIAL (NO ADDITIONAL CALCULATIONS WILL BE REQUIRED UNLESS REQUESTED BY THE ENGINEER). IF THE CONTRACTOR PROPOSES TO USE A UNIT WEIGHT DIFFERENT THAN WHAT WAS USED IN THE INITIAL CONFIGURATION, CONSTRUCTION DETAILS AND SEALED ENGINEERING CALCULATIONS SHOWING MATERIALS, METHODS AND MEANS PROPOSED TO PRODUCE THE DESIRED WEIGHT REDUCTION ON THE EXISTING CULVERT USING "LIGHTWEIGHT AGGREGATE FILL" SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. THIS SUBMISSION SHALL BE MADE 30 DAYS PRIOR TO ORDERING MATERIAL OR BEGINNING EXCAVATION FOR PLACEMENT OF LIGHTWEIGHT AGGREGATE FILL.

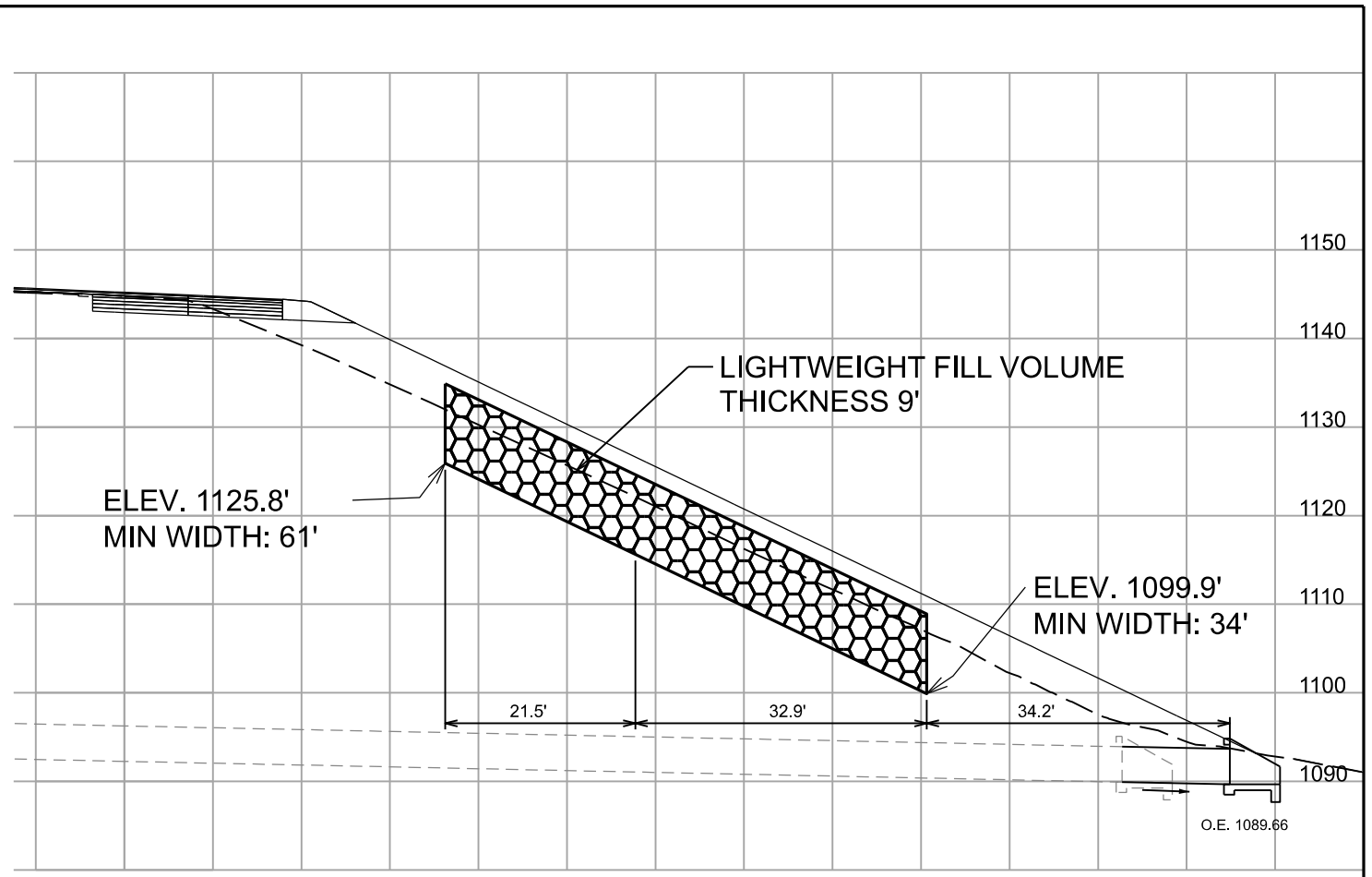
4) PROVIDE A LIGHTWEIGHT AGGREGATE WITH A MAXIMUM DRY DENSITY OF 60 LBS/CUBIC FOOT OR LESS. SEE SECTION 2 OF THE SPECIAL NOTE FOR LIGHTWEIGHT AGGREGATE FILL.

5) PROVIDE A MINIMUM 2-FOOT COMPACTED SOIL CAP OVER THE TOP OF THE LIGHTWEIGHT AGGREGATE FILL.

6) THE WIDTH OF THE LWF VARIES LINEARLY BETWEEN THE WIDTHS SHOWN ON THE DETAIL BELOW

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LAUREL - WHITLEY COUNTIES
121GR25D016-NHPP

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

KENTUCKY TRANSPORTATION CABINET

Division of Structural Design
Geotechnical Branch

DATE:	CHECKED BY
DESIGNED BY:	
DETAILED BY:	

I-75 STA. 1534+02 INLET/OUTLET

LIGHTWEIGHT AGGREGATE FILL DETAIL

ROUTE	ITEM NO.	COUNTY OF
I-75	11-0014.80	LAUREL
	SHEET NO.	DRAWING NUMBER
		RA-005-2025

SPECIAL NOTE FOR CLEARING BRIDGE SITE

I. DESCRIPTION

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highways 2019 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the Contract Documents. Section references are to the Standard Specifications.

This work consists of the following:

1. Furnish all labor, materials, tools, equipment, and incidental items necessary to complete the work.
2. Cut all trees, brush, and other woody vines or plants located within the clearing limits specified in this Note.
3. Remove all vines or other vegetation growing on or attached to any bridge elements.
4. Remove and dispose of all cut vegetation and any debris within the designated clearing limits.

II. MATERIALS

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

Glyphosate*, N-(phosophonomethyl) glycine, in the form of its isopropylamine salt.....41.0%
Inert ingredients 59.0%
Total.....100.0%

*Contains 480 grams per liter (4 pounds per U. S. gallon) of the active ingredient, glyphosate, in the form of its isopropylamine salt. Equivalent to 356 grams per liter (3 pounds per U. S. gallon) of the acid, glyphosate.

III. CONSTRUCTION

A. Clearing. The Contractor shall cut all trees, brush, and other woody vines flush to the ground or as close to the ground as possible. Remove all vines or other vegetation growing on or attached to any bridge element by hand and cut this vegetation as close to the ground as possible.

B. Clearing Limits. The clearing limits shall be defined as any existing bridge element to remain in the final structure from ground level to the top of the structure. These limits are subject to the direction of the Engineer.

C. Treatment of Cut Stumps. Mix the herbicide as a 50 percent solution with water in the presence of the Engineer. Include a color indicator in the herbicide solution to mark the treated stumps.

Spray or paint the herbicide solution onto all cut stumps and stubs within eight

hours after their cutting. Apply the herbicide solution in a manner to avoid drifting the herbicide solution onto surrounding vegetative ground cover. Comply with current laws and regulations established by the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and by KRS 217B that regulate the handling, use, and application of pesticides.

D. Cleanup and Removal of Debris and Wood Waste. Remove all debris, trees, and brush from the work site and dispose of it off the right-of-way. Keep the accumulated waste material and debris at a site that will prevent it from washing away at all times until disposal. Dispose of waste material promptly after cutting.

Minimize disturbance of other ground cover while performing this work. Grade exposed earth and any erodible areas to a uniform cross section or slope immediately after clearing.

E. Equipment. Provide suitable tree and brush removal equipment in good working condition. Conform to all Occupational Safety and Health Administration (OSHA) regulations. Furnish all equipment and accessory items necessary for the efficient operation and completion of the work.

IV. MEASUREMENT

The Department will measure the quantity as one lump sum. The Department will not measure the Herbicide Treatment of Cut Stumps, the Cleanup or Removal of Debris and Wood Waste and will consider these items incidental to the pay item “Clearing Bridge Site”.

V. PAYMENT

The Department will make payment for the completed and accepted quantities of clearing under the following:

Code	***Pay Item***	***Pay Unit***
20214ED	Clearing Bridge Site	Lump Sum

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

SPECIAL NOTE FOR CONCRETE PATCHING USING EPOXY MORTAR OR CLASS M CONCRETE

I. DESCRIPTION

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highways 2019 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the Contract Documents. Section references are to the Standard Specifications.

This work consists of the following:

1. Furnish all labor, materials, tools, equipment, and incidental items necessary to complete the work.
2. Provide safe access to the bridge, in accordance with Section 107.01.01, for the Engineer to sound possible repair areas and for workers to complete the construction.
3. Remove the deteriorated concrete.
4. Blast clean and prepare the surfaces for patching.
5. Prime the areas immediately prior to patching.
6. Apply the epoxy mortar patches or Class M Concrete.
7. Finish the patched surface.
8. Apply an epoxy seal coat as directed and in accordance with the manufacturer's instructions.
9. Any other work specified as part of this contract.

For epoxy mortar, furnish to the Engineer copies of the epoxy manufacturer's technical data sheets, installation guidelines, material safety data sheets, and other pertinent data at least two (2) days prior to beginning the epoxy repairs. All work will be completed in accordance with Section 510 for "Sealing and Patching Concrete with Epoxy Resin" and/or the epoxy resin manufacturer's recommendations as approved by the Engineer.

II. MATERIALS

A. Epoxy Resin. Conform to Section 826.

B. Mortar Sand. Conform to Section 804.

C. Sand for Epoxy Seal Coats. Conform to Section 804.

D. Epoxy Bond Coat. See Section 511.

E. Class "M" Concrete. Use "M2". See Section 601.

III. CONSTRUCTION

A. Remove Deteriorated Concrete. Prior to beginning the concrete repairs, provide safe access to the substructure, in accordance with Section 107.01.01, for the Engineer

to sound possible repair areas. The Engineer will sound the concrete with a hammer and mark the areas of concrete to be removed and patched. All areas of deteriorated concrete found should be repaired as part of this work. Final payment for "Concrete Patching Repair" and "Concrete - Class M2" will be the field-measured quantity of patching completed in accordance with this Note and as designated by the Engineer.

Remove specified areas of deteriorated concrete as shown on the attached detail drawings and/or as directed by the Engineer. The removal of unsound material shall be accomplished with hand tools or pneumatic hammers that do not exceed twenty (20) pounds. Precautions shall be exercised to protect the underlying sound material. Saw, route, or otherwise manipulate the sides of the patch so that the interface between the old concrete and the epoxy mortar or Class M Concrete are perpendicular. Remove all deteriorated loose concrete to a minimum depth of 2" for repairs using epoxy mortar and 4" for repairs using Class M Concrete. Also ensure concrete removal in the patch area extends at least three-quarters (3/4) inch beyond any steel reinforcement more than 50 percent exposed. Dispose of all removed material entirely away from the job site or as directed by the Engineer.

Extreme care shall be taken when removing the existing spalled or delaminated concrete so as not to damage the existing reinforcing steel. Completely clean all existing steel reinforcement encountered free of rust and leave in place. Wire brushing may be required to thoroughly clean exposed steel reinforcement. Repair or replace any damaged steel reinforcement as directed by the Engineer at no additional cost to the Department. Ensure that all exposed steel reinforcement is tied in accordance with Section 602.03.04. The Contractor must consult the Engineer before removing any concrete that is directly below the beam bearings.

B. Prepare Concrete Surfaces for Patching. Prepare concrete surfaces to be patched in accordance with Section 510.03.01. Final blast cleaning shall be completed within twelve (12) hours prior to placement of the epoxy mortar patch or Class M Concrete. Verify all cleaning methods with the epoxy resin manufacturer's recommendations. Concrete must be sound, dry, and clean prior to placement of epoxy resin prime coat.

C. Apply Epoxy Mortar for Patching. For areas to be patched with epoxy mortar, place the epoxy resin prime coat and the epoxy mortar in accordance with Section 510.03.04. Any material used must be approved by the Engineer. Refer to the Kentucky Transportation Cabinet, Division of Materials' List of Approved Materials for currently approved materials for vertical and overhead patching. Place epoxy mortar in accordance with the manufacturer's specifications to restore the deteriorated areas to their original dimensions as shown on the detail drawings or as directed by the Engineer.

D. Apply Class M Concrete for Patching. For areas to be patched with Class M Concrete, place the concrete in accordance with the standard specifications to restore the deteriorated areas to their original dimension as shown on the detail drawing(s) or as directed by the Engineer. The surface areas of existing concrete to come in contact with the new Class M Concrete are to be coated with an epoxy bond coat immediately prior to placing new concrete in accordance with Section 511. The interfaces of the new and old concrete shall be as nearly vertical and horizontal as possible.

E. Finish the Repaired Surface. Roughen the surface of the repaired areas to achieve uniform surface texture. Remove any patching runs or spills from concrete surface.

F. Apply Epoxy Resin Seal Coat. After the epoxy mortar or Class M Concrete has hardened for the amount of time specified by the manufacturer for curing, apply an additional coat of epoxy resin over the entire patch and on the adjacent old concrete a minimum of two (2) inches. Be sure to work the epoxy resin seal coat thoroughly into any cracks that may have developed in the patch or in the interface of the patch and the old concrete. Place masking tape on the old concrete prior to applying this sealing coat of epoxy resin to insure a neat line. Remove tape after the sealing coat has cured adequately.

IV. MEASUREMENT

A. Concrete Patching Repair. The Department will measure the quantity in square feet. Double payment will not be made on both faces of corner repairs.

B. Concrete - Class M. The Department will measure the quantity in cubic yards. Double payment will not be made on both faces of corner repairs.

V. PAYMENT

The Department will make payment for the completed and accepted quantities of concrete patching under the following:

Code	***Pay Item***	***Pay Unit***
22146EN	Concrete Patching Repair	Square Feet
08107	Concrete - Class M	Cubic Yards

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

SPECIAL NOTE FOR CONCRETE SEALING

These Notes or designated portions thereof, apply where so indicated on the Contract Plans, detail drawings, proposals, or bidding instruction.

I. DESCRIPTION. Perform all work in accordance with the Department's 2019 Standard Specifications, and applicable Supplemental Specifications, the attached sketches, and these Notes. Section references are to the Standard Specifications.
This work consists of: (1) Furnish all labor, materials, tools, and equipment; (2) Clean the concrete (3) Seal the concrete; (4) Maintain & control traffic; and, (5) Any other work specified as part of this contract.

II. MATERIALS.

A. Sealer. Use one of the following:

Product	Supplier
Protectosil BHN	Evonik Industries
Protectosil 300S	Evonik Industries
TK-590-40 Tri-Silane 40%	TK Products
SW-244-100	Chemical Products Industries, Inc.
TK-590-1 MS Tri-Silane	TK Products
MasterProtect H1000	BASF
Aquanil Plus 40	ChemMasters
SIL-ACT ATS-100	Advanced Chemical Technologies
Certivex Penseal BTS 100%	Vexcon
Pentreat 244-40	W.R. Meadows
Aquanil Plus 40A	ChemMasters

B. Coverage Rate: Follow all manufacturer's recommendations for coverage rates except the application rate must not exceed the square footage coverage rate per gallon of sealer as given in the chart below. If the manufacturer recommends a coverage rate greater than given in the table below, apply sealer at the rate given in the table below for the chosen sealers silane percentage.

% Silane	Coverage rate (ft^2/gallon)
100	300
40	120
20	60

III. CONSTRUCTION.

A. Curing Compound. Contrary to Section 609.03.12 of the specifications, curing compound is not to be used on the deck due to potentially causing issues with the concrete sealer. During the deck pour, finishing, and tining operations the Class AA concrete shall be kept continuously moist with the use of a mister until burlap or curing blankets are applied to the surface. At no point should water be pooling or running off the surface or the surface of the concrete be allowed to become dry. After the burlap or curing blankets are installed, cure in accordance with the specifications. Include all costs in the unit price bid for Class AA concrete. Failure to properly cure the concrete in accordance with this note and the specifications may result in weakened or cracked concrete. If the concrete is weakened or cracked due to improper curing, the contractor will be responsible for providing alternates to fix the issues to the Engineer for review and the contractor will be solely responsible for all costs to do so, up to complete replacement. Do not begin any construction on fixing any issues without approval of the Engineer.

B. Apply Ordinary Surface Finish. All concrete surfaces not required to have concrete sealer, in accordance to this special note, or a floated surface finish, should receive Ordinary Surface Finish in accordance with Section 601.03.18 of the Standard Specifications.

C. Application Limits: Unless shown otherwise on the Contract Plans or detail drawings, apply the concrete sealer per the following:

1. Every exposed surface above a point 6" below ground or fill line of abutments, wing walls, retaining walls, sound barrier walls, end bent and pier caps, pedestals, back walls, columns, and exposed footings.
2. All exposed surfaces of concrete deck, barrier walls, parapets, curbs, and plinths. NOTE: Concrete sealer is NOT applied to new Latex Modified Concrete Overlays.

3. Prestressed Concrete I-Girders, Concrete Beams, and Spread Prestressed Concrete Box Beams: The underneath surfaces of slab overhangs outside of exterior concrete girders and to the exterior side and bottom of exterior concrete girders and beams.
4. Adjacent Prestressed Concrete Composite Box Beams: Full length of the exterior face of all exterior beams from the top of the box beam to 1'-0" underneath the beams.
5. Prestressed Non-Composite Box Beams: All faces of all beams, excluding surfaces to be covered with a waterproofing membrane. Take care to ensure that the grout pockets are not sealed.
6. If the contract documents include the Special Note for Concrete Coating, do not apply concrete sealer to the areas where Concrete Coating is specified.

D. Cleaning the Concrete. Dry clean the concrete to remove all loose debris. Remove all visible hydrocarbons from the surface with detergent approved by the manufacturer of the concrete sealant. Pressure wash all surfaces to be sealed at 2000 to 3000 psi. Install pressure gauges at each wand to verify pressure. Use 30° fan tip or as recommended by the manufacturer of the concrete sealant. Hold pressure washing wand a minimum of 45° from the concrete with a maximum stand-off distance of 12 inches.

E. Sealing the Concrete. Allow new concrete to cure a minimum 28 days prior to application of sealer. Monitor weather conditions prior to sealer application. Refer to manufacturer's recommendations for proper ambient conditions. Do not apply sealer if precipitation is anticipated within the time stated by the manufacturer. Allow the concrete to dry 24 hours (after washing or rain event) before sealer application. The deck can be reopened to traffic while drying. Sealer must be applied within 48 hours of washing or the concrete must be rewashed. Divide the concrete into predefined areas of specific square footage to aid in determining usage. Comply with manufacturer's usage recommendation. Using a low pressure pump, apply sealer and spread evenly with broom or squeegee; do not allow pooling to remain. When each predefined area is complete, measure the amount of sealer used to verify proper usage. After sealing, follow manufacturer's recommended cure time before opening to traffic. On vertical surfaces, apply the sealer in a flooding application from the bottom up, so the material runs down 6 to 8 inches below the spray pattern.

F. Inspection: Monitor all aspects of the project to assure compliance to this specification. Observe and document general conditions during the entirety of the project. Verify that each phase of work has been satisfactorily completed prior to beginning the next phase. Phases are described as follows:

1. Dry cleaning to remove loose debris, verify and document:
   a. All debris has been removed and disposed of properly.
2. Removal of hydrocarbons, verify and document:
   a. The manufacturer's recommended detergent is used for removal.
   b. Hydrocarbons have been satisfactorily removed.
3. Pressure washing, verify and document:
   a. Washing pressure at the wand.

b. Tip size used.
c. Wash angle and stand-off distance.
d. The concrete is satisfactorily cleaned.

4. Sealer application, verify and document:
   a. Proper cure time for new concrete.
   b. Concrete surface is dry.
      1. Document time since washed.
      2. Was deck opened to traffic after washing?
   c. Ambient conditions.
      1. Document ambient temperature, surface temperature, relative humidity, and dew point.
   d. Application and distribution method.
   e. Coverage to be complete and even.
   f. Material is not allowed to remain pooled.
   g. Monitor material usage.
   h. No traffic until proper cure time is allowed.

IV. MEASUREMENT

A. Concrete Sealing. The Department will measure the quantity per square feet of each area sealed.

V. PAYMENT

A. **Concrete Sealing.** Payment at the contract unit price per square feet is full compensation for the following: (1) Furnish all labor, materials, tools, and equipment; (2) Clean the concrete; (3) Seal the concrete; (4) Maintain & control traffic; and, (5) Any other work specified as part of this contract.

SPECIAL NOTE FOR EPOXY INJECTION CRACK REPAIR

I. DESCRIPTION

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highways 2019 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the Contract Documents. Section references are to the Standard Specifications.

This work consists of the following:

1. Furnish all labor, materials, tools, equipment, and incidental items necessary to complete the work.
2. Provide safe access to the bridge, in accordance with Section 107.01.01, for the Engineer to sound possible repair areas and for workers to complete the construction.
3. Drill injection port holes.
4. Epoxy injection.
5. Finish the repaired surface.
6. Obtain core samples for the Engineer's visual inspection.
7. Repair core holes.
8. Any other work specified as part of this contract.

II. MATERIALS, EQUIPMENT, PERSONNEL

A. Type IV Epoxy Resin. Use either Category I or II suitable for epoxy injection applications. See Section 826. All cracks shall be injected using an adhesive suitable for the field conditions (crack width, temperature, humidity, etc.) recommended by the adhesive manufacture as shown on material data sheets.

B. Equipment. Equipment used to inject the epoxy shall meet the recommendations of the epoxy injection material manufacturer.

C. Personnel. Arrange to have a manufacturer's representative at the job site to familiarize him and the Engineer with the epoxy materials, application procedures and recommended pressure practice. The representative shall direct at least one complete crack or area injection and be assured prior to his departure from the project that the personnel are adequately informed to satisfactorily perform the remaining repairs.

Furnish the Engineer a copy of the manufacturer's comprehensive preparation, mixing and application instructions which have been developed especially for use with the proposed epoxy injection system. Ensure that any significant changes to these instructions which are recommended by the representative for an unanticipated situation have been approved by the Engineer prior to the adoption of such changes.

III. CONSTRUCTION

A. Investigate Remedial Action. If the crack is larger than or equal to 0.025" wide or has rust stains, repair the crack by epoxy injection. If the crack is less than 0.025" wide, the crack shall be sealed in accordance with the Special Note for Concrete Sealing. Areas of map cracking are to be sounded by the Engineer with a hammer. If the areas are delaminated or spalled, they shall be repaired in accordance with the Special Note for Concrete Patching Using Epoxy Mortar or Class M Concrete. Otherwise, the cracks shall be repaired in accordance with this Note.

B. Drill Injection Port Holes. Install injection ports or tees in cracks to be injected. Space injection ports or tees at 6 to 12 inches vertically and 6 to 18 inches horizontally but in no case closer together than the thickness of the concrete member if full depth penetration is desired unless otherwise specified or directed. Set ports or tees in dust free holes made either with vacuum drills or chipping hammers.

C. Epoxy Injection. Seal all surface cracks in the area to be repaired, after injection ports or tees have been inserted into the holes, with paste epoxy between ports to insure retention of the pressure injection within the confines of the member. An alternate procedure of sealing the cracks before the injection holes have been made can be submitted to the Engineer for approval. Limit the application of paste epoxy to clean and dry surfaces. Limit substrate temperatures to not less than 45°F during epoxy applications.

Begin the epoxy injection at the bottom of the fractured area and progress upward using a port or tee filling sequence that will ensure the filling of the lowermost injection ports or tees first.

Establish injection procedures and the depths and spacings of holes at injection ports or tees. Use epoxy with flow characteristics and injection pressure that ensure no further damage will be done to the member being repaired. Ensure that the epoxy will first fill the innermost portion of the cracked concrete and that the potential for creating voids within the crack or epoxy will be minimized.

D. Finish the Repaired Surface. Remove the injection ports or tees flush with the concrete surface after the fractured area has been filled and the epoxy has partially cured (24 hours at ambient temperature not less than 60°F, otherwise not less than 48 hours). Roughen the surfaces of the repaired areas to achieve uniform surface texture. Remove any injection epoxy runs or spills from concrete surfaces.

E. Obtain Core Samples. Obtain two 4-inch diameter core samples in the first 25 linear feet of crack repaired and one core for each 25 linear feet thereafter. Take the core samples from locations determined by the Engineer and for the full crack depth. Cores will be visibly examined by the Engineer to determine the extent of epoxy penetration.

F. Repair Core Holes. Repair core holes in the concrete with non-shrink grout in accordance with Section 601.03.03(B) within 24 hours.

IV. MEASUREMENT

The Department will measure the quantity in linear feet along the centerline of the cracks. The Department will not measure preparation of the site for the Engineer's access or removal and reapplication of repairs that do not satisfy the Engineer's approval for payment and will consider them incidental to "Epoxy Injection Crack Repair".

V. PAYMENT.

The Department will make payment for the completed and accepted quantities of concrete cracks repaired with epoxy injection under the following:

Code	***Pay Item***	***Pay Unit***
23744EC	Epoxy Injection Crack Repair	Linear Feet

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

SPECIAL NOTE FOR GRS TREATMENT OF ABUTMENTS

May 21, 2013

I. DESCRIPTION

Geotextile Reinforced Backfill and Elastic Inclusion work shall consist of installation of an elasticized Expanded Polystyrene (EPS) and geotextile separation fabric between the back of concrete surfaces and backfill material, in accordance with these specifications and in conformity with manufacturer's recommendations, the lines shown on the plans or as established by the Engineer. It also includes placing Geotextile reinforcement within the granular backfill. Construction shall be in accordance with Special Provision No. 69, Embankment at End Bent Structures, Standard Drawing RGX-100, and Standard Drawing RGX-105 except where the requirement of this note direct otherwise.

II. MATERIALS

(a) **Geotextile Reinforcement:** The Geotextile Reinforcement utilized in the backfill shall be a woven fabric meeting the requirements Class 1A Strength Geotextile Fabric of Section 843 of the Standard Specifications except that the Geotextile Reinforcement shall have a minimum Ultimate Strength of 1350 lb/ft and a minimum Strength at 2% strain of 380 lb/ft when tested by ASTM D 4595.

(b) **Elasticized Expanded Polystyrene (EPS):** The EPS shall have a size tolerance of 1/8 inch for each dimension and conform to the following:

Physical Property	ASTM Test Method	Requirements
Compressive strength	D-1621	720 psf +/-60 psf @10% strain
Water absorption	C-272	Max. 3% by volume
Insect Resistance	D-3345-74	Resistance to ants, termites, etc.

The EPS shall be elasticized, with a linear-elastic stress-strain behavior up to 10 percent strain and linear proportional stress-strain behavior up to 30 percent strain.

The EPS shall contain no chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), hydrofluorocarbons (HFCs) or formaldehyde. It shall be chemically and biologically inert when in contact with acidic and alkaline soils. It shall be treated to prevent insect attack.

Materials shall withstand temperature variations from 0ºF to 140ºF without deforming and shall maintain their original dimensions and placement without chipping, spalling, or cracking. Material shall not deteriorate because of contact with sodium chloride, calcium chloride, mild alkalis and acids, or other ice control materials.

The EPS shall contain a flame retardant additive.

(c) **Spill Protection Layer**: The exposed top and side surfaces of the blocks shall be protected against chemical spill, particularly petroleum products, using a geomembrane liner. The geomembrane shall be resistant to petroleum products such as gasoline and diesel fuel. The geomembrance shall be manufactured from a tripolymer consisting of polyvinyl chloride, ethylene interpolymer alloy, and polyurethane, or a similar combination. The geomembrane shall have a minimum thickness of 0.7 mm. Seaming, if required, shall be by thermal or solvent methods. The geomembrance shall extend a minimum of twelve inches beyond the EPS surface and overlap with adjacent concrete surfaces. The geomembrane shall be stored and installed according to the manufacturer's recommendations or as directed by the Engineer.

(d) **Geotextile Separation Fabric**: Geotextile Fabric Class 2 meeting the requirements of Section 843 of the Standard Specifications shall be placed between the geomembrane wrapped EPS and the backfill material. Fabric joints shall have a minimum overlap of twelve inches. Fabric shall extend a minimum of twelve inches beyond the EPS surface and overlap with adjacent concrete or geomembrane surfaces.

Geotextile separation fabric for subsurface installation shall not be exposed to direct sunlight for more than 24 hours during installation.

(e) **Adhesive**: Adhesive shall be used to bond the EPS to concrete surfaces, the geomembrane to the EPS and concrete, and the separation fabric to the geomembrane wrapped EPS or concrete. It shall be applied in accordance with the EPS, geomembrane, and separation fabric manufacturer's recommendations.

(f) **Granular Backfill:** Granular Backfill material shall be crushed stone meeting the requirements of Section 805 of the Standard Specifications and conform to the following gradation:

Sieve Size	**Percent Passing**
1-1/2 inch	100%
No. 4	0 – 25%
No. 8	0 – 5%

III. PROCEDURES

(a) **Preparation of Concrete Surface:** Before placement of EPS, concrete surfaces shall be abrasive blast cleaned with a positive contact sandblaster or adhesives manufacturer's recommendation and approved by the Engineer to remove all non-adherent laitance, oil, grease or other foreign or deleterious matter.

(b) **Installation of EPS Material and Geotextile Separation Fabric:** The EPS shall be attached to the back of the concrete surfaces with an adhesive compatible with the material.

The concrete surface must be thoroughly dry and clean for adhesive for the application of the EPS. Adhesive shall be applied in accordance with the adhesive manufacturer's recommendation or approval.

The geomembrane and separation fabric may be installed after the EPS has been installed or it may be pre-attached to the EPS. The geomembrane shall cover all exposed surfaces of the EPS. The separation fabric shall cover all exposed surfaces of the geomembrane.

EPS, geomembrane, and separation fabric shall be installed in accordance with the manufacturer's recommendations.

(c) **Installation of Wrapped Geotextile Reinforcement and Backfill:** Place Geotextile Fabric Class 2 in accordance with Section 214 of the Standard Specifications where the Granular Backfill material will come in contact with embankment material. The Granular Backfill material shall be completely wrapped with Geotextile Fabric Class 2.

Place two 4-inch perforated underdrain pipes wrapped with Geotextile fabric in the bottom of the backfill trench at the base of the end bent/abutment as shown on the attached drawing. Place Granular Backfill in the bottom of the trench and compact as noted below. A minimum of 1 foot but no more than 2 feet of Granular Backfill should be placed in the bottom of the trench, and the actual depth should be determined in the field such that the 1 foot lifts of Geotextile Reinforcement and Granular Backfill will result in the required final grade.

Place Geotextile Reinforcement and Granular Backfill as shown in the attached drawing in lifts not to exceed 1 foot. The Geotextile Reinforcement shall be placed so that the strongest direction is perpendicular to the end bent/abutment and shall be laid so that it is taut and free of wrinkles prior to backfilling. If needed the Geotextile fabric may be overlapped or mechanically connected (sewn) in accordance with the manufacturer's specifications except that overlaps may not be used within 4 feet of the back wall of the end bent/abutment. Vehicles shall not be allowed to operate directly on the

fabric. The Geotextile Reinforcement shall wrap around to enclose the backfill material on three sides (at the end bent and side slopes).

Granular Backfill material shall be placed and spread starting at the back of the End Bent/Abutment and moving perpendicularly away from the End Bent/Abutment so that the Geotextile Reinforcement does not become wrinkled or develop slack. Each lift of the backfill material shall be compacted using a suitable compactor until there is no visible sign of further compression. A minimum of four passes shall be applied per lift. Hand operated compaction equipment such as lightweight mechanical tampers, vibratory plates, or rollers are required within 3 feet of the back of the end bent/abutment.

IV. TESTING

Elasticized EPS shall be tested by an independent commercial laboratory, to verify the material requirements specified herein. The Contractor shall provide written documentation of all tests specified. Documentation shall include style, lot, roll numbers, and actual results of each test. In addition, the name, address, phone number of the testing laboratory, and date of testing shall be provided.

Geotextile Reinforcement and geomembranes shall be tested by an independent commercial laboratory, to verify the material requirements specified herein. The Contractor shall provide written documentation of all tests specified. Documentation shall include style, lot, roll numbers, and actual results of each test. In addition, the name, address, phone number of the testing laboratory, and date of testing shall be provided.

After the EPS has been installed and before the work has been accepted, the Contractor and Inspector shall perform a visual inspection of EPS coverage and adhesion to the concrete surface. Any area deemed unacceptable and questionable as to remaining in position during the placement of the backfill material shall be replaced or repaired, as required.

V. REPAIR OF FAILED AREA OF EPS

Unacceptable portion of the EPS shall be removed and the concrete surface shall be prepared and the EPS installed in accordance with this special provision. New EPS in the repair areas shall be visually inspected after curing. The cost of all additional work for repairing or replacing of the defective joint material shall be borne by the Contractor.

VI. MEASUREMENT AND PAYMENT

Elasticized EPS will be measured in square yards along the back of backwall surface area, complete-in-place, and will be paid for at the contract unit price per square yard. Such price shall be full compensation for cleaning surface, for furnishing and installing the EPS material in accordance with these Specifications and the manufacturer's recommendations, testing, and for all material, labor, tools, equipment and incidentals necessary to complete the work. The department will not measure for payment the geomembrane and will consider it incidental to the Elasiticized EPS.

Granular Backfill will be measured in cubic yards using the plan quantity, increased or decreased by authorized adjustments as specified in Section 204 of the Standard Specifications. The Department will not measure for payment any Granular Backfill not called for in the plans. The Department will not measure for payment the 4-inch perforated underdrain pipe and will consider it incidental to the Granular Backfill.

Geotextile Reinforcement and Geotextile Fabric Class 2 will be measured as specified in Section 214 of the Standard Specifications.

Special Note for Treatment of End Bent or Abutment Backfills
Using Geotextile Reinforcement and Elastic Inclusion
May 21, 2013

Payment will be made under:

Pay Item	**Pay Unit**
Elasticized EPS (Thickness)	Square Yard
Geotextile Reinforcement, Class 1A	Square Yard
Fabric-Geotextile, Class 2	Square Yard
Granular Backfill	Cubic Yard

SPECIAL NOTE FOR LIGHTWEIGHT AGGREGATE FILL

Lightweight Fill Material other than those referenced in this document may be acceptable for use at this location if approved by KYTC. The Contractor is responsible for any information required by KYTC for evaluation of other lightweight fill materials.

REFERENCES

All references to the Standard Specifications are to the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction, Current Edition.

All references to AASHTO are to the current Edition.

The requirements in the Standard Specifications or AASHTO shall be used for information not provided. Where there are conflicts between the Standard Specifications or AASHTO, the Standard Specifications shall govern.

PART ONE - GENERAL

1.1 DESCRIPTION

1.1.1 Provide and install Lightweight Aggregate Fill material as specified herein at the locations shown on the Drawings.

1.2 MANUFACTURER QUALIFICATIONS

1.2.1 The Lightweight Aggregate Fill supplier must be on the list of approved Lightweight Aggregate Fill suppliers (hereafter referred to as the "Approved List") maintained by the Division of Materials, and the lightweight aggregate fill must meet all properties of Section 2.2 of this note. The Approved List is available on the Division of Materials' website at http://transportation.ky.gov/Materials/Documents/LAM.PDF.

1.3 SUBMITTALS

1.3.1 Details of Lightweight Aggregate Fill shown in the contract plans on the lightweight fill detail sheet are based on the stated maximum allowable unit weight. If the Contractor proposes to use the unit weight specified in the plans, then a material data sheet must be supplied for verification of the proposed material (No additional calculations will be required unless requested by the Engineer). If the Contractor elects to use a Lightweight Aggregate Fill unit weight different than what is shown in this note, design calculations and construction plans (5 copies) clearly showing conformance with the Standard Specifications, AASHTO, and applicable sections of the contract plans shall be submitted for review 30 calendar days prior to ordering material or beginning excavation for placement of lightweight fill. Lightweight Aggregate Fill designs and construction plans shall be dated, sealed, and signed by a registered professional engineer licensed to practice in Kentucky. The Contractor shall allow 30 calendar days for the Department to review the first complete submission. Additional time required by the Department to review resubmissions shall not be cause for increasing the number of contract working days.

Details need to be enclosed in the submittal about the construction methods proposed. These could include, but are not limited to: required lift thicknesses for lightweight aggregate, selected method of compaction, etc.

Embankment benching, excavation stabilization, final installation and protection details necessary to construct the Lightweight Aggregate Fill and produce a stable final embankment integrated with the remainder of the roadway embankment shall be the responsibility of the Contractor. Design of sheeting, shoring or other earth retention structures necessary to stabilize excavations shall be part of the construction submittal. The Engineer may request that construction plans be supplied prior to any construction.

The format for the construction plans shall be in accordance with the Division of Structural Design's Guidance Manual. The first sheet shall be a title sheet. Refer to Subsection SD-206-2 of the manual for additional requirements. Submittals shall be electronic unless otherwise noted. For additional information contact the Division of Structural Design.

1.3.2 Other documentation including material certifications, etc. shall be submitted in accordance with this Special Note.

1.3.3 Refer to the proposal for additional details regarding submittals.

PART TWO - PRODUCTS

2.1 MATERIALS

2.1.1 Lightweight Aggregate Fill shall be expanded shale, expanded clay or expanded slate that is included on the Department's Approved List. The Lightweight Aggregate Fill must meet all properties of Section 2.2 of this note. Project-specific material samples from approved Suppliers should be submitted for approval at least 30 calendar days prior to beginning work. Materials from Suppliers not on the Approved List may be used provided that the materials are submitted for approval at least 30 calendar days prior to beginning work, and the materials are accepted after testing.

2.1.2 Geotextile Fabric shall be in accordance with Section 843 of the Standard Specifications for a subsurface drainage and separation fabric.

2.2 PROPERTIES

The Lightweight Aggregate supplier is responsible for maintaining a quality control program to ensure compliance with all requirements of this section (2.2). All requirements of Section 2.2 shall be certified to be acceptable by the Supplier. The Department will test all the properties from Section 2.2 below during construction, except the angle of internal friction (2.2.7). However, testing of the angle of internal friction may be requested by Department, if deemed necessary. The lightweight aggregate fill material shall meet the material requirements below.

2.2.1
Unit Weight (compacted, dry): from 30 pcf to 60 pcf
The Lightweight Aggregate Manufacturer will be required to provide material with a dry unit weight between 30 pcf and 60 pcf to be placed on the Approved List. These measured unit weights will be in the oven-dry condition.

(Tested by AASHTO T 19)

2.2.2
Gradation:

Sieve Size	**Percent Passing**
1" (25 mm)	100
3/4" (19.0 mm)	90-100
1/2" (13.0 mm)	45-100
3/8" (9.5 mm)	20-75
# 4 (5.0 mm)	0-15
# 30 (0.6 mm)	0-5

(Tested by AASHTO T 27)

2.2.3
Absorption (24 hours): Maximum = 15%

(Tested by AASHTO T 85)

2.2.4
Maximum Los Angeles Abrasion Loss: Maximum = 40 %

(Tested by AASHTO T 96)

2.2.5
Electrochemical: The lightweight aggregate shall meet the requirements for pH, Chlorides and Sulfates under "Reinforced Fill Material" in Section 805 of the current Standard Specifications.

Contrary to the Standard Specifications, Resistivity of the lightweight aggregate shall be tested even when less than 50% passes the No. 4 sieve in the following cases:

(1) Aggregate is internal backfill for a mechanically stabilized earth (MSE) wall with metal strip reinforcement
(2) Aggregate embankment contains steel pile foundations for a bridge structure or retaining wall.

Note: If required, Resistivity Testing shall be performed on fine material produced from the Los Angeles Abrasion Test, typically passing the No. 12 sieve.

2.2.6
Angle of Internal Friction: Minimum Value of Phi (ϕ) is: ϕ = 37 deg.

(Tested by AASHTO T 236 or T 297)

2.3 GEOTECHNICAL DESIGN PARAMETERS

2.3.1
Unit weight:
γ = 75 pcf for design above the Water Table (using 25% absorption and 60 pcf max. dry density)
γ = 80.4 pcf total unit weight below the Water Table (using 34% max. absorption, 60 pcf max. dry density and γ = 62.4 pcf for water)

Note on Unit Weight: When the lightweight aggregate is designed to be located above the water table, 25% absorption of water should be added to the unit weight of the material for design. When lightweight aggregate is to be used below the water table, 34% absorption and the weight of water within the voids between aggregate particles shall be considered in the design.

2.3.2
Angle of Internal Friction:

ϕ = 35 deg. (for lateral earth pressure calculations)
ϕ = 37 deg. (for stability analyses)

Note on Friction Angle: Larger angles of internal friction may be used if validated by laboratory direct shear or triaxial testing that is performed on project specific material. Triaxial test specimens must have a minimum diameter of 6 inches, and a height/diameter ratio from 2.0 to 2.5. (Direct Shear and Triaxial testing shall conform to AASHTO T 236 and T 297, respectively.)

2.3.3 Coefficient of Friction: The coefficient of friction for sliding resistance on cohesionless soils shall be no greater than the tangent of ϕ for the weaker material. The coefficient of friction for sliding resistance for cohesive soils shall be no greater than the adhesion value for the in-situ soil. Lateral earth pressure coefficients or equivalent fluid pressures may be determined by Coulomb or Rankine theories.

2.3.2 Uplift Forces: Where the aggregate will be designed for use below the water table, uplift forces shall be calculated. The thickness of rip-rap, soil, or other material required as a cap to offset the uplift forces shall be determined.

PART THREE - EXECUTION

3.1 SITE CONDITIONS

Examine the work areas of this Section so that conditions encountered dealing with the timely and proper completion of the work are identified (Specification 102.06).

3.2 PREPARATION/INSTALLATION

The area to be filled shall be prepared in accordance with the contract documents and plans and shall not have any standing water prior to fill placement.

3.2.1: Geotextile Fabric: The lightweight aggregate material shall be wrapped (including the top, bottom and all sides) with Geotextile Fabric, unless the plans state otherwise. Fabric placement shall be in accordance with Section 214 of the Standard Specifications. Any outdated references to Type I, II, III, or IV Fabric in Section 214 should be disregarded. Contrary to Section 214 of the Standard Specifications, the cost of the geotextile fabric will be incidental to the cost of Lightweight Aggregate Fill.

3.2.2: Lift Thicknesses: Place the lightweight aggregate in uniform lifts not exceeding 12 inches in the loose condition.

3.2.3: Compaction: Grade the lightweight aggregate to the specified lift thickness with rubber-tired equipment with contact pressures of 4.4 psi or less. Then, compact with two to four passes of a single smooth-drum vibratory roller with rubber tires or a vibratory plate compactor. Do not use steel-tracked equipment on the lightweight aggregate material.

3.2.4: Cover Material: Provide a minimum 2-foot compacted soil cap over the top of the Lightweight Aggregate Fill, or other acceptable cover, as indicated in the plans.

3.3 SAMPLING

As stated in Section 805 of the current Standard Specifications, sampling **by the Department** during construction shall be in accordance with the Department's Manual of Field Testing and Sampling Practices. Pursuant to AASHTO T 2, samples should be taken at the last practical point before placement. Sampling from a stockpile of material to be used on the project, as discussed in Section 3.4, may be considered the last practical point before placement.

3.4 TESTING

If testing **by the Department** during construction produces results that are not acceptable according to this special note, the represented material shall be removed and replaced to the extent required by the Engineer and the Geotechnical Branch at no cost to the Department. (NOTE: The Contractor may wish to stockpile lightweight aggregate until acceptance of test results by the Department to eliminate the chance of having to remove material after placement due to unacceptable test results. The material may be stockpiled either on site or at the Supplier's facility.)

PART FOUR - METHOD OF MEASUREMENT AND BASIS OF PAYMENT

4.1 METHOD OF MEASUREMENT

4.1.1 No separate measurement shall be made for Lightweight Aggregate Fill. Lightweight Aggregate Fill shall be paid for based on the volume of Lightweight Fill shown on the plans. Changing the limits or character of the installation due to the Contractor's construction methods or the Contractor's choice of a lightweight fill material of different unit weight as outlined in Section 1.3.1 of this Special Note shall not be cause for changing the plan quantities including plan roadway pay quantities.

4.1.2 The Contractor's selected construction methods may require additional excavation, fill or Lightweight Fill volume, or incidental items to satisfy the plan requirements. The Contractor will be responsible for maintaining a stable slope during construction. Sheeting, shoring, temporary walls or other earth retention systems necessary to stabilize any excavation required during Lightweight Fill construction shall be included in the unit price bid for Lightweight Aggregate Fill. All designs, labor, materials, etc. required to complete this work shall be included in the unit price bid per cubic yard for Lightweight Aggregate Fill. Design of any excavation stabilization measures that may be required shall be submitted to the Department for review. A time period of 30 calendar days shall be allowed to complete this review.

4.2 PAYMENT

Work specified in this Section will be paid for at the contract unit prices for the quantities specified herein. The quantities shall be as shown in the Construction documents and specified herein for Lightweight Fill.

Code	Item	Pay Unit
23929EC	Lightweight Aggregate Fill	Cubic Yard

SPECIAL NOTE FOR HOT-DIP GALVANIZING STEEL

These Notes or designated portions thereof, apply where so indicated on the plans, proposals or bidding instruction.

I. DESCRIPTION. This work shall consist of surface preparation and hot-dip galvanizing structural steel specified on the plans. An additional coating system as described in Section 607.03.23 of the Specifications is not required when this note is in the included in the contract.

II. MATERIALS.

A. Steel. Use steel specified in the plans; however, fabricator must confirm that the steel material has silicon content either below 0.4% or between 0.15% and 0.22% to ensure galvanizing will perform and bond as required. Steel material out of this range shall be rejected. This specification can only be utilized for rolled steel beam bridges (no plate girders) and associated hardware.

B. Zinc. In accordance with AASHTO M111.

III. HOT-DIP GALVANIZING.

A. Application.

Steel members, fabrications and assemblies shall be galvanized by the hot-dip process in the shop according to AASHTO M111 (*Standard Specification for Zinc (Hot-Dip Galvanized) Coatings on Iron and Steel Products*).

Bolts, nuts, washers and steel components shall be galvanized in the shop according to AASHTO M232 (Standard Specification for Zinc Coating (Hot-Dip) on Iron and Steel Hardware).

B. Safeguarding against embrittlement, distortion, and cracking

All steel shall be safeguarded against embrittlement according to ASTM A143 (*Standard Specification for Safeguarding against Embrittlement of Hot-Dip Galvanized Structural Steel Products and Procedure for Detecting Embrittlement*). Water quenching or chromate conversion coatings shall not be used on any steel work that is to be painted.

All galvanized steel work shall be handled in a manner to avoid mechanical damage and minimize distortion. Members shall be supported during galvanization to prevent permanent distortion. The contractor/fabricator/galvanizer must propose changes to the element prior to preparing shop drawings if necessary to minimize the chances of permanent distortion or cracking during hot-dip galvanizing. Pre-heating must be utilized if necessary to minimize the chance of permanent distortion or cracking.

The contractor is required to inspect each element for distortion following hot-dip galvanizing prior to dipping the next element. Consult the Engineer is distortion is detected before proceeding to the next element.

C. Fabrication

Hot-dip galvanizing shall be indicated on the shop drawings. The fabricator shall coordinate with the galvanizer to incorporate additional steel detail required to facilitate galvanizing of the steel. These additional details shall be indicated on the shop drawings.

To insure identification after galvanizing, piece marks shall be supplemented with metal tags for all items where fit-up requires matching specific pieces.

After fabrication (cutting, welding, drilling, etc.) is complete, all holes shall be deburred and all fins, scabs or other surface/edge anomalies shall be ground or repaired per ASTM A6. The items shall then be cleaned per Steel Structures Painting Council's Surface Preparation Specification SSPC-SP1 (Solvent Cleaning) and SSPC-SP6 (Commercial Blast Cleaning). All surfaces shall be inspected to verify no fins, scabs or other similar defects are present.

All welded attachments shall be connected prior to hot dip galvanization, including shear studs.

Beams shall be handled, stored and transported with their webs vertical and with proper cushioning to prevent damage to the member and coating. Members shall be supported during galvanizing to prevent permanent distortion.

D. Surface Preparation

The Contractor/Fabricator shall consult with the galvanizer to insure proper removal of grease, paint and other deleterious materials prior to galvanizing. The members shall be abrasive blasted/cleaned to SSPC SP6/NACE 3 to remove all mill scale.

E. Coating Requirements

Coating weight, surface finish, appearance and adhesion shall conform to requirements of ASTM A385 (*Standard Practice for Providing High-Quality Zinc Coatings (Hot-Dip)*) and AASHTO M111 or AASHTO M232, as appropriate.

F. Testing Requirements

Inspection and testing of hot-dip galvanized coatings shall follow the guidelines provided in the American Galvanizers Association publication "*Inspection of Products Hot-dip Galvanized after Fabrication*". Sampling, inspection, rejection and retesting for conformance with requirements shall be according to AASHTO M111 or AASHTO M232 as applicable, with the target coating thickness of 152 microns (6 mils). Coating thickness shall be measured according to AASHTO M111, for magnetic thickness gage measurement and AASHTO M232 as appropriate. The Cabinet may elect to conduct testing in addition to the Standards required testing.

All galvanized steel will be visually inspected for finish and appearance.

Bolts, nuts, washers, and steel components shall be packaged according to AASHTO M232. Identity of bolts, nuts and washers shall be maintained for lot-testing after galvanizing according to Article 505.04(f)(2) for high strength steel bolts.

G. Connection Treatment

After galvanizing and prior to shipping, contact surfaces for any bolted connections shall be roughened by hand wire brushing or according to SSPC-SP7 (Brush-Off Blast Cleaning). Power wire brushing is not allowed.

All bolt holes shall be reamed or drilled to their specified diameters after galvanizing. All bolts shall be installed after galvanizing.

H. Repair of Hot-dip Galvanized Coating

Surfaces with inadequate zinc thickness will be repaired using zinc based solder in accordance to ASTM A780 (*Standard Practice for Repair of Damaged and Uncoated Areas of Hot-Dip Galvanized Coatings*) Section 4.2.1 and AASHTO M111. Any fins or slivers present after galvanizing will be removed and repaired ASTM A780 (Standard Practice for Repair of Damaged and Uncoated Areas of Hot-Dip Galvanized Coatings) Section 4.2.1 and AASHTO M111.

Surfaces of galvanized steel that are damaged after the galvanizing operation shall be repaired according to ASTM A780. Damage that occurs in the shop shall be repaired in the shop. Damage that occurs during transport or in the field shall be repaired in the field. Any drips or runs in the galvanizing will be removed by grinding to match the surrounding surface.

All bolt holes shall be reamed or drilled to their specified diameters after galvanizing.

The Cabinet's Project Team must inspect and approve the galvanized steel prior to the subsequent Phase of Work.

V. PAYMENT

The cost of all surface preparation, galvanizing, and all other work described herein shall be the considered as included in the unit price bid for the applicable pay item to be hot-dip galvanized.

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

SPECIAL NOTE

For Tree Removal

Laurel and Whitley County
TENN. STATE LINE-LEXINGTON; PRIORITY SECTION OF WIDENING I-75 FROM MP 23.2 IN WHITLEY COUNTY TO MP 28.90, US-25E NORTH OF CORBIN AND WIDENING OF I-75 AND REPLACEMENT OF BRIDGE OVER LYNN CREEK FROM MP 27.5 TO 29.1.
Item No. 11-14.8 AND 11-14.9

NO CLEARING OF TREES 5 INCHES OR GREATER (DIAMETER BREAST HEIGHT) FROM **MAY 15 THROUGH JULY 31.**

If there are any questions regarding this note, please contact Danny Peake, Director, Division of Environmental Analysis, 200 Mero Street, Frankfort, KY 40601, Phone: (502) 564-7250.

SPECIAL NOTE FOR CONCRETE SLURRY

If diamond grinding, grooving or any other process which produces slurry is required on roadways or bridges, the contractor shall ensure that all concrete slurry associated with these processes is collected, managed, and disposed of appropriately. The waste material shall be disposed of at a permitted disposal facility, in accordance with the Kentucky Standard Specifications for Road and Bridge Construction and the Environmental Performance Standards outlined in 401 KAR 47:030, or managed as a material for beneficial reuse. Any fines or remediation related to improper disposal shall be the sole responsibility of the contractor.

Disposal of concrete slurry will not be paid separately and shall be considered incidental to other bid items.

8/20/2019

Rev 7/2021

Special Note for Traffic Queue Protection Vehicle

1.0 DESCRIPTION. Furnish, Operate, and Maintain Traffic Queue Protection Vehicle at locations and times described herein. The Queue Protection Vehicle is expected to alert motorists (inside and outside of project limits) of all stopped traffic caused by construction activities or incidents within the project limits.

2.0 MATERIALS. The contractor shall provide a minimum of one (1) queue protection vehicle for each traveling direction where traffic flow is reduced or modified in a manner where a queue could occur. One (1) additional queue protection vehicle shall be onsite in reserve. The Traffic Queue Protection Vehicle must fulfill the following minimum requirements:

1. A truck mounted attenuators that meets or exceeds NCHRP TL-3 requirements.
2. Four (4) round yellow strobe lights (with auto-dimmers) positioned rear facing
    - Two (2) mounted under rear bumper
    - Two (2) mounted at cab level
    - Visibility of strobe lights can not be deterred by attenuator
3. One (1) standard cab mounted light bar.
4. A truck mounted message board with a minimum of 3 Lines and 8 Characters per line.
5. Four Hour National Traffic Incident Management (TIM) Responder Training for Queue Truck Operators.

3.0. CONSTRUCTION. A queue will be defined as anytime that traffic traveling through the project is reduced to a speed of twenty (20) miles per hour or less. The following procedures will be followed when a traffic queue occurs until free flow traffic conditions are present:

- The queue protection vehicle shall be positioned no further than ½ mile upstream from the back of the slow moving traffic.
- The queue protection vehicle shall be positioned on the shoulder and clear of the traveled way so as not to impede traffic.
- The queue protection vehicle shall relocate as needed to maintain approximately ½ mile distance from the back of the slow moving traffic.
- The 2nd queue protection vehicle shall be held in reserve, on site, and support the primary vehicle if conditions prevent repositioning by reverse. This vehicle shall not be paid for idle time.
- Queue Protection Vehicles shall be kept in project limits during planned lane closures and other project activities expected to cause a queue. One Queue Protection Vehicle shall remain on the project at all times available to respond to incidents within the project limits in a timely manner.
- Queue length estimates and traffic conditions shall be reported to the KYTC project engineer or designee at the following periods:
    1. At 30 minute intervals
    2. At significant changes
    3. When free flow traffic is achieved
- The KYTC project engineer or designee will document all daily queue reports and provide these logs to the Director of Maintenance and Director of Construction at the end of each month.

The Queue Protection Vehicle shall be mobilized by the Project Engineer or designee for planned construction activities. For unplanned incidents mobilization should be initiated by the first person (KYTC's or Contractor's project staff) receiving notification of the queue.

4. MEASUREMENT.

4.01 Queue Protection Vehicle. The Department will measure the time from when the vehicle is in position protecting the queue until either free flow traffic is achieved or the vehicle is no longer protecting the queue, whichever occurs first. Idle time will not be paid. The Department will not measure mobilization, removal, maintenance, labor, fuel, or any additional items but will consider them all incidental to this item of work.

4.02 Furnish Queue Protection Vehicles. The Department will measure the quantity by each month the Engineer requires to have the Contractor furnish vehicles as defined in '2.0 Materials' of this Special Note. The Department will not measure mobilization, removal, labor, fuel, or any additional items but will consider them all incidental to this item of work. Partial Months will be calculated as shown in the table below.

Partial Month Payment Schedule

Days	Increment
0-7 days	0.25
8-14 days	0.50
15-21 days	0.75
22-31 days	1.00

5. PAYMENT.

Code	Pay Item	Pay Unit
25075EC	Queue Protection Vehicle	Hour
25117EC	Furnish Queue Protection Vehicles	Month

Rev 8/2021

Special Note for Portable Queue Warning Alert System

1.0 Description

This item shall consist of furnishing, installing, relocating, operating, servicing, and removing various components of a portable, quickly deployable, real-time automated ITS queue warning alert system (PQWAS), in accordance with the standard specifications and this special provision. The Contractor shall also provide the maintenance of the complete system for the duration of the project or as directed by the Project Engineer. The Department is willing to look at different technologies (i.e. allow the use of crowd sourcing data to be used in lieu of the portable radar sensors). Any changes to the below requirements must be submitted and approved by the Engineer.

2.0 Materials

Materials shall be in accordance as follows:

All materials used shall meet the manufacturer's specifications and recommendations.

All PQWAS materials installed on the project shall be provided by the Contractor in excellent quality condition, shall be corrosion resistant and in strict accordance with all of the details shown within Contractor's Plans approved by KYTC. The Contractor shall maintain an adequate inventory of parts and replacement units to support maintenance and repair of the PQWAS. Pre-deployment is a condition of the system's acceptance and is based on the successful performance demonstration for a (5) day continuous period in accordance to this specification and as set forth in the plans. Ensure compliance to all FCC and Department specifications.

The Contractor shall maintain this system and shall be locally available to service and maintain system components, move portable devices as necessary and respond to emergency situations. The Contractor has oversight responsibility for directing placement of devices in the project area. The Contractor is to be accessible seven (7) days a week and twenty-four (24) hours a day while the system is deployed. The Contractor shall provide contact information for the system's coordinator and others responsible for maintenance of the system prior to installation of the system. Furnish a System Coordinator for monitoring the PQWAS throughout all periods of deployment.

A. General Capabilities and Performance Requirements

1. Overall PQWAS capabilities and performance requirements include the following:
   a. Furnish a system capable of providing advance traffic information to motorists when there is a queueing of traffic due to congestion resulting from lane reductions, emergency events or other conditions. The condition-responsive notification to the motorist occurs with the use of Portable Changeable Message Signs (PCMS) in accordance to the below capabilities and performance requirements, activated through real-time traffic data collected downstream of the PCMS locations. This equipment must

be a packaged system, pre-programmed and operates as a stand-alone PQWAS meeting this specification. Conditions might exist that require relocation of the portable sensors at any given time, the sensors shall be portable and shall not require re-calibration in the field for fast deployments. Due to the potential need to replace damaged sensors or to change the position of one or more sensors at any given time, sensors must be interchangeable and relocatable by an unskilled laborer. The system must continue to function if as many as half the sensors fail to function.

b. Provide a PQWAS that consists of the following field equipment: portable radar sensors and portable changeable message signs (PCMS). Provide a system capable of withstanding inclement weather conditions while continuing to provide adequate battery power. The portable radar sensor battery, in a stand-alone state and without a solar panel for recharging, shall be capable of keeping power and capable of sending data for (10) consecutive days or longer. The system shall notify drivers of real-time queue events via specifically placed PCMS units up stream of the work zone. All predetermined/preprogrammed messages are to be approved by KYTC. The number and location of portable radar sensors and PCMS units shall be as directed by the Project Engineer. The decision to deploy or relocate field equipment is made by the Project Engineer and instrumented through the System Coordinator. The decision for equipment removal is made by the Project Engineer after work is complete. The sensors and PCMS units shall be identifiable via global positioning system (GPS) and shall contain an accelerometer to detect and alert of unauthorized movement.
c. The portable radar sensor shall be capable of collecting traffic speed data. The processed data is used to remotely control PCMS units to display user definable, Engineer approved and locally stored messages. The message trigger state thresholds for slow and stopped speeds shall be user configurable and revisable in less than {1) hour from the Project Engineer's request. Weekly Traffic Data Reports shall be presented to the Project Engineer and shall include speed data per sensor location, travel times, and queue lengths in graphical and numerical formats. In the event the Project Engineer requires a report, other than a weekly report, for any reason; then the Contractor shall provide report within (48) hours of request. Unlimited data reports shall be included within price of system. Sensors shall require no calibration adjustments in the field. Sensor should begin transmitting data within (30) seconds of being turned on. Satellite (SAT) communications will be required when cellular service does not provide continuous communications. Contractor shall identify the most trustworthy cellular provider within the project area.
d. Data shall be accessible through a website and the Contractor shall provide a username and password for protection. The website shall be accessible seven (7) days a week and twenty - four (24) hours a day. The website shall provide historical & real-time data in graphical and numerical formats and shall have the capability of being integrated within the Department's Traffic Management Center (if requested). The website should be compatible to most hand held devices. Data shall be saved on the manufacturer's network for up to (5) years from the deployment date of system and shall be provided at the request

of the Department at any time within the (5) year window. The use of the website shall be included within the price of system.

e. Warning Alerts: queue events, low battery voltage warnings, sensor movement alerts, high and low speed alerts shall be provided via cellular text messaging and/or via email messaging at the request of select Contractor personnel and KYTC officials.

f. The PQWAS system shall have the capabilities to provide alternate route messaging on specifically placed portable changeable message units and/or fixed Variable Message Systems (VMS). The intent of this service is to provide alternate route messaging to motorists before entering the project limits from all directions and giving them appropriate time to adjust their routes. Alternative routes shall be predefined and approved by KYTC. Additional PCMS units may be required for alternate route messaging and will be as per Section 5.0 of this note. KYTC's Traffic Management Center will provide detour messages via fixed VMS units during the term of the project.

B. Portable Radar Sensor Capabilities and Performance Requirements

The PQWAS shall include portable radar sensors (PRD) to monitor and detect queue events.

1. The Radar Sensor shall be FHWA accepted to meet NCHRP 350 test requirements
2. The Radar Sensor shall be locatable at all times via an internal Global Positioning System (GPS) and shall be capable of Cellular or SAT Communications.
3. The Radar Sensor shall have a dry-cell battery capable of powering the system for (10) consecutive days or longer
4. The Radar sensor shall be K-Band technology and have a line of sight up to 200 linear feet without obstruction
5. The Radar sensor shall have the ability to be charged in the field through adaptable solar recharging technology in the case the sensor is utilized for more than 10 consecutive days

C. PCMS Capabilities and Performance Requirements

The PQWAS shall include portable changeable message signs (PCMS) designated to relay automated messaging of queue events, alternate route messages, and caution for the work area defined by the project limits. PCMS placements shall meet the requirements set forth by the Cabinet in each direction of the National Highway System (NHS).

1. The PCMS unit shall be a Full Matrix 24 rows x 50 columns and shall be capable of l line, 2line or 3 line messages
2. The PCMS unit shall be legible from a distance over twelve hundred feet (1200')
3. The height and size of characters shall be 18" to 58"
4. The PCMS shall be capable of storing up to 199 pre-programmed messages and up to 199 user-defined messages
5. The PCMS shall have a weather tight control cabinet with back lit LCD handheld controller.
6. The PCMS shall utilize a hydraulic lift to raise the unit to display height
7. The PCMS unit shall include solar recharging ports to allow for recharging of the portable radar sensors when they are not deployed.
8. The PCMS shall be NTCIP compliant and shall have an active Modem with active cellular service.

9. The user shall have the ability to communicate and override the PCMS remotely in the event of an emergency, Amber Alert, etc.
10. The PCMS unit shall have a docking station to include safety rails that allow a commercial safety strap to tie down the portable radar sensors while in transport. The docking station shall hold-up to (4) sensors safely and securely at all times

3.0 Construction Requirements

All communication costs include cellular telephone services, FCC licensing, wireless data networks, satellite and internet subscription charges, and battery charging and maintenance. Additional to these requirements, the Contractor shall assume all responsibility for any and all damaged equipment due to crashes, vandalism, and adverse weather that may occur during the contract period.

The PQWAS shall operate continuously (24 hours/ 7 Days) when deployed on the project. The system is in a constant "data collection" mode when deployed. The Contractor shall provide technical support for the PQWAS for all periods of operation.

In the event communication is lost with any component of the PQWAS, provide a means and staff to manually program a PCMS message. If communication is lost for more the 10 consecutive minutes, the system shall revert to a fail-safe ROADWORK/# MILES/AHEAD message displayed on the PCMS units until communication is restored.

System Operator, local control function and remote management operation must be password protected.

The PQWAS shall be capable of acquiring traffic information and selecting messages automatically without operator intervention after system utilization. The lag time between changes in threshold ranges and the posting of the appropriate PCMS message(s) shall be no greater than (60) seconds. The system operation and accuracy must not be appreciably degraded by inclement weather or degraded visibility conditions including precipitation, fog, darkness, excessive dust, and road debris.

The system shall be capable of storing ad-hoc messages created by the System Coordinator and logging this action when overriding any default or automatic advisory message.

The PQWAS communication system shall incorporate an error detection/correction mechanism to insure the integrity of all traffic conditions data and motorists information messages. Any required configuration of the PQWAS communication system shall be performed automatically during system initialization.

The system's acceptance is based on the successful performance demonstration of PQWAS for a (5) day continuous period in accordance to this specification and as set forth in the plans.

Ensure compliance to all FCC and Department specifications.

4.0 Equipment Maintenance.

Maintain system components in good working condition at all times. Repair or replace damaged or malfunctioning components, at no cost to the Department, as soon as possible and within (12) hours of notification by the Engineer. Periodically clean PCMS units if necessary.

5.0 Measurement. The Department will measure each item below in Months. For partial months the Department will pay in 0.25 increments based on the number of calendar days in the below table.

Partial Month Payment Schedule

Days	Increment
0-7 days	0.25
8-14 days	0.50
15-21 days	0.75
22-31 days	1.00

5.1 Portable Queue Warning Alert System includes cellular (SAT communications will be required if cellular is not available), all supporting field equipment, website, and unlimited data reports accessible by the Engineer. It will be measured by the number of months authorized by the Engineer for use on the project.

5.2 Queue Warning PCMS will be measured by each individual unit multiplied by the number of months authorized by the Engineer for use on the project.

5.3 Queue Warning Portable Radar Sensors will be measured by each individual unit multiplied by the number of months authorized by the Engineer for use on the project. Queue Warning Portable Radar Sensors will not be measured for payment if the Contractor utilizes a system operating on crowd sourcing data. Crowd sourcing data systems will only be allowed as approved by the engineer and will be considered incidental to Portable Queue Warning Alert System.

6.0 Payment.

Code	Pay Item	Pay Unit
26136EC	Portable Queue Warning Alert System	Month
26137EC	Queue Warning PCMS	Month
26138EC	Queue Warning Portable Radar Sensors	Month

SPECIAL NOTE FOR INTELLIGENT COMPACTION OF ASPHALT MIXTURES

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

1.0 DESCRIPTION. Provide and use Intelligent Compaction (IC) Rollers for compaction of all asphalt mixtures.

2.0 MATERIALS AND EQUIPMENT. In addition to the equipment specified in Subsection 403.02, a minimum of one (1) IC roller is to be used on the project at all times, two (2) IC rollers will be required when the paving train consists of three (3) or more rollers. The Contractor is to only use the IC roller(s) for compaction as the breakdown and/or intermediate roller(s). All IC rollers will meet the following minimum characteristics:

1. Are self propelled double-drum vibratory rollers equipped with accelerometers mounted in or about the drum to measure the interactions between the rollers and compacted materials in order to evaluate the applied compactive effort. The IC rollers must have the approval of the Engineer prior to use. Examples of rollers equipped with IC technology can be found at www.IntelligentCompaction.com.
2. Are equipped with non-contact temperature sensors for measuring pavement surface temperatures.
3. The output from the roller is designated as the IC-MV which represents the stiffness of the materials based on the vibration of the roller drums and the resulting response from the underlying materials.
4. Are equipped with integrated on-board documentation systems that are capable of displaying real-time color-coded maps of IC measurement values including the stiffness response values, location of the roller, number of roller passes, machine settings, together with the material temperature, speed and the frequency and amplitude of roller drums. Ensure the display unit is capable of transferring the data by means of a cloud based system.
5. Are equipped with a mounted Global Positioning System GPS radio and receiver either a Real Time Kinematic (RTK-GPS) or Global Navigational Satellite System (GNSS) units that monitor the location and track the number of passes of the rollers. Accuracy of the positioning system is to be a minimum of 12 inches. Data is to be transferred to the Cabinet via a cloud based system within 30 minutes of collection.

3.0 WORK PLAN. Submit to the Engineer an IC Work Plan at the Preconstruction Conference and at least 2 weeks prior to beginning construction. Describe in the work plan the following:

1. Compaction equipment to be used including:
    - Vendor(s)
    - Roller model(s),
    - Roller dimensions and weights,
    - Description of IC measurement system,
    - GPS capabilities,
    - Documentation system,
    - Temperature measurement system, and
    - Software.

2. Roller data collection methods including sampling rates and intervals and data file types.
3. Transfer of data to the Engineer including method, timing, and personnel responsible. At the preconstruction meeting, provide the Cabinet with rights to allow for web access to the data file location. Access to the data is not to be hindered in any way. The Contractor will provide the Cabinet with any vendor specific software, user id, passwords, etc. needed to access the data through this service, cost of this access is incidental to the thermal profile bid item. The Cabinet is to have access to all data as it is being collected. If a third party is used for collecting and distributing the data the Cabinet is to have the same access rights and time as the Contractor.
4. Training plan and schedule for roller operators, project foreman, project surveyors, and Cabinet personnel; including both classroom and field training. Training should be conducted at least 1 week before beginning IC construction. The training is to be performed by a qualified representative(s) from the IC Roller manufacture(s) to be used on the project. This training shall include how to access and use the data from the cloud data source.

4.0 CONSTRUCTION. Do not begin work until the Engineer has approved the IC submittals and the IC equipment.

Follow requirements established in Section 400 for production and placement, materials, equipment, acceptance plans and adjustments except as noted or modified in this Specification. Provide the Engineer at least one day's notice prior to beginning construction or prior to resuming production if operations have been temporarily suspended. Ensure paving equipment complies with all requirements specified in Section 400. The IC roller temperatures will be evaluated by the Department with the data from a Paver Mounted Infrared Temperature Gauge.

A. Pre-Construction Test Section(s) Requirements.

Three to five days prior to the start of production, ensure the proper setup of the GPS, IC roller(s) and the rover(s) by conducting joint GPS correlation and verification testing between the Contractor, GPS representative and IC roller manufacturer using the same datum.

1. Ensure GPS correlation and verification testing includes the following minimum processes:

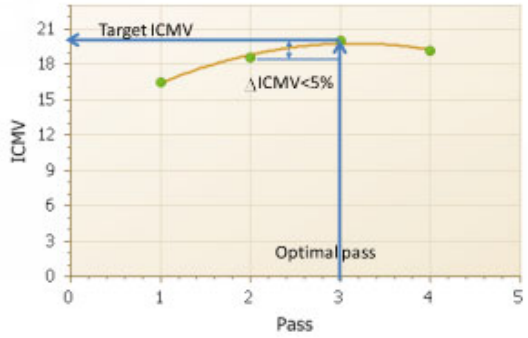
    a. Establish the GPS system to be used either one with a base station or one with mobile receivers only. Ensure all components in the system are set to the correct coordinate system; then,
    b. Verify that the roller and rover are working properly and that there is a connection with the base station; then,
    c. Record the coordinates of the two edges where the front drum of the roller is in contact with the ground from the on-board, color-coded display; then,
    d. Mark the locations of the roller drum edges and move the roller, and place the mobile receiver at each mark and record the readings; then,

2. Compare coordinates between the roller and rover receivers. If the coordinates are within 12.0 in. of each other, the comparison is acceptable. If the coordinates are not within 12.0 in., diagnose and perform necessary corrections and repeat the above steps until verification is acceptable.
3. Do not begin work until acceptable GPS correlation and verification has been obtained.
4. The Contractor and the Department should conduct random GPS verification testing during production to ensure data locations are accurate. The recommended rate is once per day with a requirement of at least once per week.
5. All acceptance testing shall be as outlined in Standard Specifications section 400.

B. Construction Test Section(s) Requirements.

Construct test section(s) at location(s) agreed on by the Contractor and the Engineer within the project limits. The test section is required to determine a compaction curve of the asphalt mixtures in relationship to number of roller passes and to the stiffness of mixture while meeting the Department in-place compaction requirements. All rollers and the respective number of passes for each is to be determined via control strip each time a material change, equipment change or when the Engineer deems necessary.

Conduct test section(s) on every lift and every asphalt mixture. Ensure test section quantities of 500 to 1,000 tons of mainline mixtures. Operate IC rollers in the low to medium amplitude range and at the same settings (speed, frequency) throughout the section while minimizing overlapping of the roller, **the settings are to be used throughout the project with no changes.** After each roller pass, the qualified technician from the contractor observed by the Department will use a nondestructive nuclear gauge that has been calibrated to the mixture to estimate the density of the asphalt at 10 locations uniformly spaced throughout the test section within the width of a single roller pass. The density readings and the number of roller passes needed to achieve the specified compaction will be recorded. The estimated target density will be the peak of the average of the nondestructive readings within the desired compaction temperature range for the mixture. The IC roller data in conjunction with the Veda software will create an IC compaction curve for the mixture. The target IC-MV is the point when the increase in the IC-MV of the material between passes is less than 5 percent on the compaction curve. The IC compaction curve is defined as the relationship between the IC-MV and the roller passes. A compaction curve example is as follows:



Subsequent to the determination of the target IC-MV, compact an adjoining > 250 < 500 tons section using same roller settings and the number of estimated roller passes and allow the Department to verify the compaction with the same calibrated nondestructive nuclear gauge following the final roller pass. **The Department will obtain cores at 10 locations (No cores for calibration are to be taken in the surface layer, use non-destructive density results only!!)** uniformly spaced throughout the test section within the width of the single roller. Obtain GPS measurement of the core locations with a GPS rover. Use the Veda software to perform least square linear regression between the core data and IC-MV in order to correlate the production IC-MV values to the Department specified in-place air voids. A sample linear regression curve example is as follows.



C. Construction Requirements.

Use the IC roller on all lifts and types of asphalt within the limits of the project.

Ensure the optimal number of roller passes determined from the test sections has been applied to a minimum coverage of 80% of the individual IC Construction area. Ensure a minimum of 75% of the individual IC Construction area meets the target IC-MV values determined from the test sections.

Do not continue paving operations if IC Construction areas not meeting the IC criteria are produced until they have been investigated by the Department. Obtain the Engineer's approval to resume paving operations. Non-IC rollers are allowed to be used as the third roller on the project; one of the breakdown or the finish rollers is to be equipped with IC technology.

IC Construction areas are defined as subsections of the project being worked continuously by the Contractor. The magnitude of the IC Construction areas may vary with production but must be at least 750 tons per mixture for evaluation. Partial IC Construction areas of < 750 tons will be included in the previous area evaluation. IC Construction areas may extend over multiple days depending on the operations.

The IC Construction Operations Criteria does not affect the Department's acceptance processes for the materials or construction operations

5.0 MEASUREMENT. The Department will measure the total tons of asphalt mixtures compacted using the IC roller(s). Compaction is to be performed by a minimum of one (1) IC roller for a two (2) roller operation and a minimum of two (2) IC rollers when three (3) or more rollers are used for compaction. Material compacted by rollers not equipped with properly functioning IC equipment will not be accepted for payment of the bid item asphalt mixtures IC rolled. Use of

non-IC rollers can be accepted on small areas due to equipment malfunctions at the written approval of the Engineer. Paving operations should be suspended for equipment malfunctions that will extend over three days of operation.

Data is to be transferred to the cabinet in usable form no later than 30 minutes after collection. Data is to be transferred via a cloud based system.

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

1. Payment is full compensation for all work associated with providing IC equipped rollers, laptop computer, transmission of electronic data files, two copies of IC roller manufacturer software, and training.
2. Delays due to GPS satellite reception of signals to operate the IC equipment or IC roller breakdowns will not be considered justification for contract modifications or contract extensions.
3. Delays in data transfer will result in a reduction payment. Delays over 1 hour after collection are 75% pay, over 90 minutes are 50% pay, over 2 hours are 25% pay.

Code	Pay Item	Pay Unit
24781EC	Intelligent Compaction for Asphalt	Ton

March 14, 2019

SPECIAL NOTE FOR NON-TRACKING TACK COAT

1. DESCRIPTION AND USEAGE. This specification covers the requirements and practices for applying a non-tracking tack asphalt coating. Place this material on the existing pavement course, prior to placement of a new asphalt pavement layer. Use when expedited paving is necessary or when asphalt tracking would negatively impact the surrounding area. This material is not suitable for other uses. Ensure material can "break" within 15 minutes under conditions listed in 3.2.

2. MATERIALS, EQUIPMENT, AND PERSONNEL.

2.1 Non-Tracking Tack. Provide material conforming to Subsection 2.1.1.

2.1.1 Provide a tack conforming to the following material requirements:

Property	Specification	Test Procedure
Viscosity, SFS, 77 ˚ F	20 – 100	AASHTO T 72
Sieve, %	0.3 max.	AASHTO T 59
Asphalt Residue[1], %	50 min.	AASHTO T 59
Oil Distillate, %	1.0 max.	AASHTO T 59
Residue Penetration, 77 ˚ F	0 - 30	AASHTO T 49
Original Dynamic Shear (G*/sin δ), 82 ˚ C	1.0 min.	AASHTO T 315
Softening Point, ˚ F	149 min.	AASHTO T 53
Solubility, %	97.5 min.	AASHTO T 44

[1] Bring sample to 212 ˚F over a 10-15 minute period. Maintain 212 ˚F for 15-20 minutes or until 30-40 mL of water has distilled. Continue distillation as specified in T59.

2.2. Equipment. Provide a distributor truck capable of heating, circulating, and spraying the tack between 170 ˚F and 180 ˚F. Do not exceed 180 ˚F. Circulate the material while heating. Provide the correct nozzles that is recommend by the producer to ensure proper coverage of tack is obtained. Ensure the bar can be raised to between 14" and 18" from the roadway.

2.3. Personnel. Ensure the tack supplier has provided training to the contractor on the installation procedures for this product. Make a technical representative from the supplier available at the request of the Engineer.

3. CONSTRUCTION.

3.1 Surface Preparation. Prior to the application of the non-tracking tack, ensure the pavement surface is thoroughly dry and free from dust or any other debris that would inhibit adhesion. Clean the surface by scraping, sweeping, and the use of compressed air. Ensure this preparation process occurs shortly before application to prevent the return of debris on to the pavement. If rain is expected within one hour after application, do not apply material. Apply material only when the surface is dry, and no precipitation is expected.

3.2 Non-tracking Tack Application. Placement of non-tracking tack is not permitted from October 1st to May 15th. When applying material, ensure the roadway temperature is a minimum of 40˚F and rising. Prior to application, demonstrate competence in applying the tack according to this note to the satisfaction of the Engineer. Heat the tack in the distributor to between 170 – 180 ˚F. After the initial heating, between 170 – 180 ˚F, the material may be sprayed between 165 ˚F and 180 ˚F. Do not apply outside this temperature range. Apply material at a minimum rate of 0.70 pounds (0.08 gallons) per square yard. Ensure full coverage of the material on the pavement surface. Full coverage of this material is critical. Increase material application rate if needed to achieve full coverage. Schedule the work so that, at the end of the day's production, all non-tracking tack is covered with the asphalt mixture. If for some reason the non-tracking tack cannot be covered by an asphalt mixture, ensure the non-tracking tack material is clean and reapply the non-tracking tack prior to placing the asphalt mixture. Do not heat material more than twice in one day.

3.3 Non-tracking Tack Certification. Furnish the tack certification to the Engineer stating the material conforms to all requirements herein prior to use.

3.4 Sampling and Testing. The Department will require a sample of non-tracking tack be taken from the distributor at a rate of one sample per 15,000 tons of mix. Take two 1 gallon samples of the heated material and forward the sample to the Division of Materials for testing within 7 days. Ensure the product temperature is between 170 and 180 °F at the time of sampling.

4. MEASUREMENT. The Department will measure the quantity of non-tracking tack in tons. The Department will not measure for payment any extra materials, labor, methods, equipment, or construction techniques used to satisfy the requirements of this note. The Department will not measure for payment any trial applications of non-tracking tack, the cleaning of the pavement surface, or furnishing and placing the non-tracking tack. The Department will consider all such items incidental to the non-tracking tack.

5. PAYMENT. The Department will pay for the non-tracking tack at the Contract unit bid price and apply an adjustment for each manufacturer's lot of material based on the degree of compliance as defined in the following schedule. Non-tracking tack will not be permitted for use from October 1st to May 15th. During this timeframe, the department will allow the use of an approved asphalt emulsion in lieu of a non-tracking tack product but will not adjust the unit bid price of the material. When a sample fails on two or more tests, the Department may add the deductions, but the total deduction will not exceed 100 percent.

Non-Tracking Tack Price Adjustment Schedule						
Test	Specification	100% Pay	90% Pay	80% Pay	50% Pay	0% Pay
Viscosity, SFS, 77 ˚ F	20 – 100	19 - 102	17 - 18 103 - 105	15 - 16 106 - 107	14 108 - 109	≤13 ≥ 110
Sieve, %	0.30 max.	≤ 0.40	0.41 - 0.50	0.51 - 0.60	0.61 - 0.70	≥ 0.71
Asphalt Residue, %	50 min.	≥49.0	48.5 – 48.9	48.0 – 48.4	47.5-47.9	≤ 47.4
Oil Distillate, %	1.0 max.	≤1.0	1.1-1.5	1.6 - 1.7	1.8-1.9	>2.0
Residue Penetration, 77 ° F.	30 max.	≤ 31	32 - 33	34 - 35	36 - 37	≥ 38
Original Dynamic Shear (G*/sin δ), 82 ˚ C	1.0 min.	≥0.95	0.92 – 0.94	0.90 – 0.91	0.85 - 0.89	≤ 0.84
Softening Point, º F	149 min.	≥145	142 - 144	140 - 141	138 - 139	≤ 137
Solubility, %	97.5 min.	≥ 97.0	96.8 – 96.9	96.6 – 96.7	96.4 – 96.5	≤ 96.3

Code	Pay Item	Pay Unit
24970EC	Asphalt Material for Tack Non-Tracking	Ton

Revised: May 23, 2022

SPECIAL NOTE FOR ELECTRONIC DELIVERY MANAGEMENT SYSTEM (e-Ticketing) ASPHALT

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

1.0 DESCRIPTION. Incorporate an e-Ticketing Delivery Software for weighed asphalt material delivered to the project to report loads and provide daily running totals of weighed asphalt material for pay items and incidental work during the construction processes from the point of measurement and loading to the point of incorporation to the project.

2.0 MATERIALS AND EQUIPMENT. Contractor shall supply material data in JavaScript Object Notation (JSON) documents to the KYTC e-Ticketing Delivery Software (KYTC e-Ticketing Portal) via Application Programming Interface (API) or direct connection. Test and verify that ticket data can be shared from the original source no fewer than 30 days prior to material placement activities. An e-Ticketing Delivery Software supplier can provide a qualified representative for on-site technical assistance during the initial setup, pre-construction verifications, and data management and processing as needed during the Project to maintain material data delivery capabilities. Virtual meetings may be hosted in lieu of on-site meetings when deemed appropriate by the Engineer.

Provide e-Ticketing Delivery Software that will meet the following:

1. The e-Ticketing Delivery Software shall be fully integrated with the Contractor's Load Read-Out scale system at the material source location.

2. The e-Ticketing Delivery Software shall provide real-time delivery to KYTC e-Ticketing Portal.

3. Transmit any updates to the ticket data within 5 minutes of a change.

3.0 CONSTRUCTION. Provide the Engineer with the manufacturer's specifications and all required documentation for data access at the pre-construction conference.

A. Construction Requirements

1. Install and operate software in accordance with the manufacturer's specifications.

2. Verify that all pertinent information is provided by the software within the requirements of this Special Note.

B. Data Deliverables

Provide to the Engineer a means in which to gather report summaries by way of iOS apps, web pages, or any other method at the disposal of the Engineer. The Engineer may request data at any time during the project.

1. Asphalt Material

a. **Real-time Continuous Data Items**

Provide the Engineer access to JSON documents capable of being transmitted through the KYTC's e-Ticketing Portal that displays the following information in real-time with a web-based system compatible with iOS and Windows environments.

- Each Truck
  - Supplier Name
  - Supplier Address
  - Supplier Phone
  - Plant location
  - Date
  - Time at source
  - Project Location

- Contract ID#
- Carrier Name
- Unique Truck ID
- Description of Material
- Mix Design Number
- Gross, Tare and Net Weight
- Weighmaster

4.0 MEASUREMENT. The Department will not measure the electronic delivery management system.

5.0 PAYMENT. The Department will not measure this work for payment and will consider all items contained in this note to be incidental to the asphalt mixtures on the project, as applicable.

May 5, 2025

SPECIAL NOTE FOR ELECTRONIC DELIVERY MANAGEMENT SYSTEM (e-Ticketing) AGGREGATE

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

1.0 DESCRIPTION. Incorporate an e-Ticketing Delivery Software for weighed aggregate material delivered to the project to report loads and provide daily running totals of weighed aggregate material for pay items and incidental work during the construction processes from the point of measurement and loading to the point of incorporation to the project.

2.0 MATERIALS AND EQUIPMENT. Contractor shall supply material data in JavaScript Object Notation (JSON) documents to the KYTC e-Ticketing Delivery Software (KYTC e-Ticketing Portal) via Application Programming Interface (API) or direct connection. Test and verify that ticket data can be shared from the original source no fewer than 30 days prior to material placement activities. An e-Ticketing Delivery Software supplier can provide a qualified representative for on-site technical assistance during the initial setup, pre-construction verifications, and data management and processing as needed during the Project to maintain material data delivery capabilities. Virtual meetings may be hosted in lieu of on-site meetings when deemed appropriate by the Engineer.

Provide e-Ticketing Delivery Software that will meet the following:

1. The e-Ticketing Delivery Software shall be fully integrated with the Contractor's Load Read-Out scale system at the material source location.

2. The e-Ticketing Delivery Software shall provide real-time delivery to KYTC e-Ticketing Portal.

3. Transmit any updates to the ticket data within 5 minutes of a change.

3.0 CONSTRUCTION. Provide the Engineer with the manufacturer's specifications and all required documentation for data access at the pre-construction conference.

A. Construction Requirements

1. Install and operate software in accordance with the manufacturer's specifications.

2. Verify that all pertinent information is provided by the software within the requirements of this Special Note.

B. Data Deliverables

Provide to the Engineer a means in which to gather report summaries by way of iOS apps, web pages, or any other method at the disposal of the Engineer. The Engineer may request data at any time during the project.

1. Aggregate Material

a. **Real-time Continuous Data Items**

Provide the Engineer access to JSON documents capable of being transmitted through the KYTC's e-Ticketing Portal that displays the following information in real-time with a web-based system compatible with iOS and Windows environments.

- Each Truck
  - Supplier Name
  - Supplier Address
  - Supplier Phone
  - Plant location
  - Date
  - Time at source
  - Project Location

- Contract ID#
- Carrier Name
- Unique Truck ID
- Description of Material
- Load Number
- Gross, Tare and Net Weight
- Weighmaster

4.0 MEASUREMENT. The Department will measure the electronic delivery management system as a lump sum item.

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

1. Payment is full compensation for all work associated with providing all required equipment, training, and documentation.

2. Payment will be full compensation for costs related to providing the e-Ticketing Delivery Software, including integration with plant load-out systems, and report viewing/exporting process. All quality control procedures including the software representative's technical support and on-site training shall be included in the Contract lump sum price.

Code	Pay Item	Pay Unit
26248EC	ELECTRONIC DELIVERY MGMT SYSTEM-AGG	LS

May 5, 2025

SPECIAL NOTE FOR EXPERIMENTAL KYCT AND FIELD RUT TESTING
June 2025 Update

1.0 General

1.1 Description. The KYCT (Kentucky Method for Cracking Test) and the IDEAL-RT/IDT-HT test results will help determine if the mixture is susceptible to cracking and rutting. During the experimental phase, data will be gathered and analyzed by the Department to determine the durability and stability of the bituminous mixes. Additionally, the data will help the Department to create future performance-based specifications which will include the KYCT and field rutting test methods.

2.0 Equipment

2.1 KYCT Testing Equipment. The Department will require a Marshall Test Press with digital recording capabilities. Other CT testing equipment may be used for testing with prior approval by the Department.

2.2 Water Baths. One or more water baths will be required that can maintain a temperature of 77^{o} +/- 1.8^{o} F with a digital thermometer showing the water bath temperature. Also, one water bath shall have the ability to suspend gyratory specimen fully submerged in water in accordance with AASHTO T-166, current edition.

2.3 Field Rutting Tests. I f t he contractor elects to perform the IDEAL-RT test, in conformance with ASTM D8360-22, the acquisition of the “Option A” or “Option B” test fixture is required. If the IDT-HT is desired, the test press utilized for the KYTC is sufficient. The Department shall approve all test configurations at their discretion.

2.4 Gyratory Molds. Gyratory molds will be required to assist in the production of gyratory specimens in accordance with AASHTO T-312, current edition.

2.5 Ovens. Adequate (minimum of two ovens) will be required to accommodate the additional molds and asphalt mixture necessary to perform the acceptance testing as outlined in Section 402 of the Kentucky Standard Specifications for Road and Bridge Construction, current edition.

2.6 Department Equipment. The Department will provide gyratory molds, PINE 850 Test Press with digital recordation, and CT testing equipment to assist during this experimental phase so data can be gathered.

3.0 Testing Requirements

3.1 Acceptance Testing. Perform all acceptance testing and aggregate gradation as according with Section 402 and Section 403 of the Kentucky Standard Specifications for Road and Bridge Construction, current edition.

3.2 KYCT Testing. Perform crack resistance analysis (KYCT) in accordance with the current Kentucky Method for KYCT Index Testing during the plant production of all surface mixtures. Conform to KYTC Specifications for Mix Design approvals. All production testing is currently informational.

3.2.1 KYCT Frequency. Obtain an adequate sample of hot mix asphalt to ensure the acceptance testing, gradation, and KYCT gyratory samples can be fabricated and is representative of the bituminous mixture. Acceptance specimens shall be fabricated first, then after the specified amount of oven conditioning, fabricate the KYCT samples with the gyratory compactor in accordance with Section 2.4 of this Special Note. Analysis of the KYCT specimens will be required one per sublot produced from the same asphalt material and at the same time as the acceptance specimen is sampled and tested.

3.2.2 Number of Specimens and Conditioning. Fabricate specimens in accordance with the Kentucky Method for KYCT Index Testing. Contrary to the method, for field specimens, fabricate three replicates for cracking resistance analyses and three replicates for rutting resistance analyses. The specimens shall be compacted at the temperature in accordance with KM 64-411.

Contrary to the Kentucky Method, plant produced bituminous material shall be short-term conditioned immediately after sampling for two hours uncovered in the oven at compaction temperature in accordance with KM 64-411.

While the fabricated specimens are allowed to cool in air (fan is permissible) for 30 minutes +/- 5 minutes, find the bulk specific gravity of each specimen according to AASHTO T166. Next, condition the replicates in a 77 °F water bath for 30 minutes +/- 5 minutes. To ensure confidence and reliability of the test results provided by KYCT testing and Field Rut testing, reheating of the asphalt mixture is prohibited.

3.2.3 Long Term Aging CT's. For long-term aging and cracking resistance considerations in mix design, mix and condition 3 specimens uncovered for 20 hours at compaction temperature in accordance with KM 64-411. Perform KYCT testing in accordance with KM 64-450 and record the results on the Long-Term KYCT tab of the latest version of the MixPack.

3.2.4 Record Times. For each sublot, record the time required between drying aggregates in the plant to KYCT specimen fabrication. The production time may vary due to the time that the bituminous material is held in the silo. Record the preconditioning time when the time exceeds the one-hour specimen cool down time as required in accordance with The Kentucky Method for KYCT Index Testing. The preconditioning time may exceed an hour if the technician is unable to complete the test on the same day or within the specified times as outlined in The Kentucky Method for KYCT Index Testing. The production time and the preconditioning time shall be recorded on the AMAW.

3.2.5 File Name. As according to section 7.12 of The Kentucky Method for KYCT Index Testing, save the filename with the following format: "CID_Approved Mix Number_Lot Number_Sublot Number_ Date"

3.3 Field Rut Testing. Perform the rut resistance analysis (IDEAL-RT or IDT-HT) in accordance with ASTM D8360-22 or ALDOT458, respectively. Contrary to ASTM D8360 & ALDOT458, precondition the test specimens in a water bath or forced draft oven at 50 °C +/- 1 °C for 60 +/- 5 min before completing the test.

3.3.1 Field Rut Testing Frequency. Perform one test per lot of mixture produced. The plant produced bituminous material sampled for the field rut test does not have to be obtained at the same time as the acceptance and KYCT sample. If the field rut test sample is not obtained at the same time as the KYCT sample, determine the Maximum Specific Gravity of the KYCT sample in accordance with AASHTO T-209 coinciding with the test specimens.

3.3.2 Number of Specimens and Conditioning. Fabricate in accordance with the Kentucky Method for KYCT Index Testing. Contrary to the method, for field specimens, fabricate three

replicates for rutting resistance analyses. The specimens shall be compacted at the temperature in accordance with KM 64-411. Contrary to the Kentucky Method, plant produced bituminous material shall be short-term conditioned immediately after sampling for two hours uncovered in the oven at compaction temperature in accordance with KM 64-411.

3.3.3 Record Times. Record the production time as according to section 3.2.3 in this special note. Also record the time that the specimens were fabricated. All times shall be recorded on the AMAW.

3.3.4 File Name. Record all field rut data in the latest version of the AMAW.

4.0 Data

Submit the AMAW and all test data that was obtained for acceptance, gradation, KYCT, and field rut testing within five working days once all testing has been completed for a lot to Central Materials Lab and the District Materials Engineer. Also, any data and or comments that the asphalt contractor or district personnel deem informational during this experimental phase, shall also be submitted to the Central Materials Lab and the District Materials Engineer. Any questions or comments regarding any item in this Special Note can be directed to the Central Office, Division of Materials, Asphalt Branch.

5.0 Payment

Any additional labor and testing equipment that is required to fabricate and test the KYCT and field rut specimens shall be considered incidental to the asphalt surface line item. The Department will perform the testing for the KYCT and field rut specimens if a producer does not possess the proper equipment.

June 12th, 2025

SPECIAL NOTE FOR DOLOMITIC POLISH-RESISTANT AGGREGATE IN CLASS A 0.38-IN. AND 0.50-IN. NOMINAL ASPHALT MIXTURES

Contrary to Subsection 403.03.03, when utilizing a dolomitic polish-resistant aggregate as the coarse portion of the Class A 0.38-in. or 0.50-in.-nominal asphalt surface mixture, provide an asphalt mixture conforming to the following requirements:

- 70 percent of total combined aggregate is Class A polish-resistant aggregate.
- Any coarse aggregate utilized in the mixture shall be classified as Class A polish-resistant.
- Non-dolomitic substitutes from other Class A sources may be used as direct substitutes
- All mixes must have DFT testing/results submitted to Division of Materials with any supporting documentation prior to completion of the project.

Dynamic Friction Testing Procedure. Prepare samples for DFT analysis in accordance with PP 104. Friction testing shall be conducted by an AASHTO-accredited facility and data shall be provided in accordance with ASTM E1911 conforming to the following three-wheel polishing schedule. Variations to the testing frequency or methodology shall be coordinated with Division of Materials prior to testing.

Polishing Cycles
5,000
25,000
75,000
150,000

SPECIAL NOTE FOR RECYCLED ASPHALT PAVEMENT (RAP) STOCKPILE MANAGEMENT

I. GENERAL

The use of reclaimed asphalt pavement (RAP) from Department projects or other approved sources in hot mix asphalt (HMA) or warm mix asphalt (WMA) shall be subject to stockpile management and handling of material as described in this section.

The Department approves RAP on a stockpile basis, following the process set forth in this method. The contractor's responsibilities in the process are as follows:

- To obtain the Department's approval of all RAP prior to its use on a Department project and to deliver test data and samples as required
- To monitor and preserve the quality and uniformity of the approved material during storage and handling, adding no unapproved material to the existing stockpile
- To comply with the Department's requirements regarding replenishment of approved stockpiles

The Department will approve RAP based on its composition and variability in gradation and asphalt content, and on visual inspections of the stockpile, which the Department may conduct at its discretion. The Department may withdraw approval of a stockpile if the requirements of this specification are not followed in good faith.

The Maximum Percentage Allowed in a mix design will be based on these criteria and on the category of RAP source, as defined in this document.

II. APPROVAL PROCESS

Qualified asphalt producers (listed in List of Approved Materials-Asphalt Mixing Plants) may submit requests for RAP stockpile approval to the Asphalt Branch, Division of Materials, in the Annual Certification for Previously Approved Asphalt Mixing Plants and Related Equipment. The requester shall provide test results as prescribed in Part IID. The Division of Materials may, at their discretion, collect samples or inspect a RAP stockpile consistent with Section IIE.

Upon completion of the review of testing results and, if applicable, visual inspection, the Division of Materials, Asphalt Branch will approve or disapprove the material by letter and will assign a Stockpile Identification Number for each approved RAP stockpile. Note: The contractor's average gradation and asphalt content, as listed in the approval letter, shall be the gradation used in subsequent mix designs. The approval letter will state the applicable limits on the use of the material in mix designs and will summarize the Department's findings, listing the average gradation and asphalt content from the contractor's tests and the corresponding values found by the Department. Where the Maximum Percentage Allowed is low due to variability, the contractor may elect to improve the uniformity of the material by further processing and may again sample, test, and request approval for the material.

No material shall be added to a stockpile after it has been approved, except as provided in Parts V, VI, and VII below.

IIA. RAP Quality Management Plan

For a contractor to receive approval to use RAP on any department project, a RAP Quality Management Plan must first be approved by the department. The RAP Quality Management Plan shall be submitted to the

Division of Materials annually for approval as part of the Contractor's Quality Control Plan/Checklist. The Quality Management Plan is required to demonstrate how the Contractor will provide consistency and quality of material utilized in all asphalt mixes produced for use on Department projects. The Quality Management Plan shall include:

- Unprocessed RAP Stockpiles
  - Designation of stockpile(s) as single or multiple source
  - Designation of stockpile(s) as classified or unclassified
  - Designation of stockpile(s) as captive or continuously replenishing
  - Plan for how stockpile(s) is built (layers, slope, etc.)
  - Plan to minimize stockpile(s) contamination
- Processing and Crushing
  - Equipment used to feed screener or crusher
  - Excavation process based on equipment type
- Processing Millings
  - Single Project or Source
    - Screening, Fractionation, or Crushing plan
  - Multiple Source
    - Process to achieve uniform material from stockpile
    - Screening, Fractionation, or Crushing plan
- Processed RAP Stockpiles
  - Minimization of segregation
  - Minimization of moisture

IIB. RAP Stockpile Placement

All processed RAP stockpiles shall be placed on a sloped, paved surface. The requirement for a paved surface may be waived by the Cabinet if the Contractor's RAP Quality Management Plan demonstrates effective material handling that will minimize deleterious material from beneath the processed stockpile entering the plant. *No processed stockpile will be placed directly on grass or dirt.*

IIC. Stockpile Identification Signs

RAP stockpiles shall be identified with posted signs displaying the gradation of material in the stockpile (course, intermediate, or fine). These signs shall be made of weatherproof material and shall be highly visible. Numerals shall be easily readable from outside the stockpile area. If a stockpile exists in two or more parts, each part must have its own sign.

IID. Standard Approval Procedure

The Contractor shall obtain random samples representative of the entire stockpile and shall have each sample tested for gradation and asphalt content according to KM 64-426, KM 64-427, and AASHTO T308. The material samples must be in its final condition after all crushing and screening. At least one sample shall be obtained for each 1,000 tons of processed RAP, with a minimum of five samples per stockpile. Sampling shall be performed according to the method prescribed for asphalt mix aggregates in the Department's Materials Field Testing and Sampling Manual and KM 64-601. The minimum sampling size (after quartering) for tests of RAP samples is 1,500 g. except for samples containing particles more than one inch in diameter, for which the minimum is 2,000 g.

To request approval of a RAP stockpile, submit the following documents to the Division of Materials. It is the requester's responsibility to correctly address, label, and deliver these submittals:

• Submit request for approval at beginning of the paving season as part of the Annual Certification for Previously Approved Asphalt Mixing Plants and Related Equipment.

• If requesting approval after paving season begins, submit memo, including stockpile portion of the inspection list for Annual Certification for Previously Approved Asphalt Mixing Plants and Related Equipment, to Division of Materials.

• Reports of the tests prescribed above using the Stockpile <INSERT NAME> document.

• A drawing of the plant site showing the location of the stockpile to be approved *and all other stockpiles on the premises*

Mail, deliver or email the request form, with test reports and site drawing, to:

Kentucky Transportation Cabinet
Division of Materials
ATTN: Asphalt Branch Manager
1227 Wilkinson Boulevard
Frankfort, Kentucky 40601

Robert.Semones@ky.gov

IIE. Tests and inspections by the Department

The Department shall have the right to observe the collection of samples, or to perform the sampling and testing as a verification of contractor submittal. As a condition of approval, the Department may at any time inspect and sample RAP stockpiles for which approval has been requested and may perform additional quality control tests to determine the consistency and quality of the material.

The approval letter issued by the Department will include any results of verification testing performed by the Cabinet. The approved contractor results should be used by mix design technicians in the design calculations.

III. RAP STOCKPILE TIERED MANAGEMENT AND EFFECTIVE BINDER CONTENT

The stockpile management and approval requirements will be tiered based on the maximum cold feed percentages as defined in this section and Table 1. below.

Table 1. Tiered Testing Requirements

Mix Type	0-≤12%	12-≤20%	20-≤35%
Surface	Tier 1	Tier 2	Tier 3
Base	Tier 1	Tier 2	Tier 3

NOTE: All asphalt mixes and binder selection will be subject to Section 409 of the current Standard Specifications.

The following requirements will apply based on the percentage of RAP in the mix.

Tier 1

Tier 1 mixes (less than or equal to 12% RAP) will be subject to the requirements of sections IIA, IIB, and IIC.

Tier 2

Tier 2 mixes (12% to less than 20% RAP) will be subject to the requirements of Section II in its entirety and Table 2 requirements.

Tier 3

Tier 3 Asphalt Base mixes with 20% to less than 35% RAP, Tier 3 Asphalt Surface mixes with 20% to less than 30% RAP will be subject to Section II in its entirety and Table 2 requirements.

IV. MAXIMUM PERCENTAGE OF RAP ALLOWED

The Maximum Percent of RAP allowed in mix designs shall be the lowest percentage determined by the gradation and asphalt content of the RAP, as established under the criteria below, and requirements listed in Section III.

Limits according to range in gradation and bitumen content

The Maximum Percent of RAP Allowed, based on gradation and asphalt content, shall be determined by the Department using the standard deviation of these values. This standard deviation will be calculated using data provided by the contractor from at least five samples. While the contractor is required to provide the data from these tested samples, the Department retains the discretion to perform its own sampling and testing to support or verify its findings. An apparent outlier shall not be considered in determining these ranges. Where one result appears to be unrepresentative of the whole, two or more additional samples shall be tested. The outlying value of all tests shall then be excluded from the range. The maximum percentage of RAP allowable shall be the lowest percentage determined according to Table 2 below.

Table 2. Maximum Percent RAP According to Variability in Test Results

	Standard Deviation as calculated above:		
Surface			
% asphalt content	< 0.4	< 0.5	
% passing No. 200 sieve	< 1.25	< 1.5	
% passing Median Sieve	< 4.0	< 5.0	
	Allowable RAP Cold Feed %		
	Tier 3 - 20%-30%	Tier 2 - 12%-20%	Tier 1 - 0%-12%
Base			
% asphalt content	< 0.5	< 0.75	
% passing No. 200 sieve	< 1.5	< 2.25	
% passing Median sieve	< 5.0	< 7.0	
	Allowable RAP Cold Feed %		
	Tier 3 - 20%-35%	Tier 2 - 12%-20%	Tier 1 - 0%-12%

NOTE: These allowances notwithstanding, the Contractor is required to maintain the mixture within the Mixture Control Tolerances of Kentucky Method 443.
The percentage allowable in mix designs shall be limited to meet the design criteria for viscosity established in the Standard Specifications.

V. GENERAL STOCKPILE REQUIREMENTS AND REPLENISHMENT

V.A. Single Pavement Source

Early approval of material from a single pavement source. When a new stockpile is to consist entirely of millings removed from a single existing pavement, the stockpile may be approved based on samples taken during the milling and processing operations, prior to completion of milling. The initial stockpile may be approved as either a new stockpile or a new stockpile in continual replenishment status.

For continual replenishment status, samples shall be taken from the processed stockpile after it reaches 1,000 tons. A total of five initial samples, plus one additional sample for every 1,000 tons, is required. As prescribed in Part II above, the contractor shall test all samples and deliver the test results, together with a letter request for approval in Continual Replenishment status, to the address indicated. The stockpile shall be subject to initial approval as prescribed above in Part II. Once approved, it may be replenished without further approvals as provided in Part VII below.

V.B. Heterogeneous or contaminated material

Asphalt pavement millings containing traffic detection loops, raised pavement markers, or other debris must be separated and excluded before stockpiling RAP for approval for use in KYTC asphaltic concrete mixtures.

No material other than RAP from an approved stockpile shall be included in mixtures for State projects. The following materials are specifically excluded:

• Material contaminated with foreign matter such as liquids, soil, concrete, or debris

• Plant waste, especially waste containing abnormal concentrations of bitumen, drum build-up, or material from spills or plant clean-up operations

The following materials shall not be added to or placed in proximity to an approved stockpile but may be accumulated in a separate stockpile and submitted for approval according to Part III:

- Production mixtures returned to the plant for any reason.
- Mis-proportioned mixtures, especially those generated at start-up.

VI. REPLENISHMENT OF STOCKPILES

An approved RAP stockpile may be replenished with Department approval, provided the replenishment material meets all necessary requirements for approval and maintains uniformity in gradation and asphalt content as outlined in this document.

VI.A. Procedure and approval criteria

The procedure for requesting approval of a stockpile replenishment, that is not in continual replenishment status, shall be the same as for approval of an original stockpile, and the material for the replenishment shall meet all criteria for approval as a new stockpile. RAP proposed for replenishment shall be sampled and tested by the Contractor for gradation and asphalt cement as prescribed in Section II above. The Laboratory shall

review these results and provide approval for use in Department asphalt mix designs, according to Table 2 above.

VI.B. Effect of replenishment on existing approved mix designs

Replenishment of a stockpile may render certain mix designs invalid, depending on the percent RAP allowed in the design and on the difference in average properties between the old and new stockpiles. A replenished stockpile may be used as the RAP ingredient in an existing approved design provided that:

1. The Maximum Percent Allowed for the replenishment stockpile equals or exceeds the percent RAP called for in the mix design. In no case may the Maximum Percent Allowed be exceeded.

However, if a mix design calls for up to 5.0 percent more than the Maximum Percent Allowed for the replenishment, the *design* may be adjusted, with approval, to use the lower percent allowed, provided that the production mixture continues to meet all acceptance criteria. For example, a design which calls for 20 percent RAP may be adjusted and produced with 15 percent if it continues to meet for acceptance.

VII. CONTINUAL REPLENISHMENT WITHOUT RE-APPROVAL

At the request of the contractor, a previously approved stockpile may be placed in Continual Replenishment Status and may be replenished any number of times without re-approval provided that:

1. Replenishment is within six months of the last stockpile addition.
2. The contractor shall continue to monitor and test the materials added to the stockpile and shall forward these results to the Division of Materials for every 1,000 tons of RAP added to the stockpile.
3. The contractor must certify that replenishment materials are free of contaminants.
4. The Department shall be notified by letter to the Director of the Division of Materials that the stockpile is being replenished on a continual basis.
5. The RAP Maximum Percent Allowed for continual replenishment shall be limited by Sections III and IV.

Note: Upon request, one 20-pound sample bag of RAP for each Continual Replenishment Stockpile shall be submitted to the Division of Materials for petrographic analysis every 12 months.

The Department may inspect, sample, and test such stockpiles at its discretion and may, upon determining that the stockpile is unsuitable, withdraw approval of the material and all mix designs which include it. Approval of the stockpile may be withdrawn at any time based upon extreme or erratic ingredient proportions, unsuitable ingredients, or poor performance, as determined by the Division of Materials, Asphalt Branch. The Department will conduct periodic comparison testing on the opposite quarters of samples submitted by the Contractor for special replenishment approval category. The approval of the stockpile may be withdrawn if

erroneous information was found on the contractor's testing and/or improper sampling procedures were involved after a thorough investigation.

VIII. DEPLETION OF STOCKPILE AND EXPIRATION OF APPROVAL

When a stockpile has been fully depleted, the Contractor may replenish it within 24 months after the date of depletion; a depleted stockpile not replenished after 24 months will be removed from the approved list and may not be replenished.

Approval of a stockpile may be withdrawn if, in the finding of the Division of Materials, Asphalt Branch, the total amount of material used in new mixtures equals the total tonnage of the original stockpile plus all approved replenishments. Six years from the original approval of a stockpile or from its most recent replenishment, a stockpile shall be presumed to be depleted, and its approval shall expire. This shall apply to all stockpiles, regardless of status or history of use.

IX. RECORDS

The Contractor shall maintain records at the plant site on all RAP stockpiles. These records shall be available for inspection by representatives of the Department and shall include the following:

- All test results.
- The Department's approval letter for each stockpile and replenishment, together with the Contractor's requests for approval and all data submitted therewith.
- A current drawing of all stockpile locations at the plant site, including unapproved stockpiles, showing stockpile numbers of all stockpiles approved for State work.

X. RELOCATION OF STOCKPILE

If material from an approved RAP stockpile is to be moved to another location, the contractor shall seek approval from the Department prior to its further use on State projects. A letter request shall be submitted to the Division of Materials indicating the current stockpile location, the total quantity of material to be moved, and the amount, if any, to remain in the current location. The Division of Materials will issue an approval letter applicable to the new location.

June 18, 2025

SPECIAL NOTE FOR TRAFFIC SIGNAL LOOP DETECTORS

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

1.1 Pre-bid Requirements. Conform to Subsection 723.03.17

2.0 MATERIALS. Except as specified herein, furnish materials in accordance with Subsection 732.02 and Section 835. Provide for materials to be sampled and tested in accordance with the Department's Sampling Manual. Make materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing, unless otherwise specified in this Special Note.

2.1 Maintain and Control Traffic. See Traffic Control Plan.

2.2 Sand. Furnish natural sand meeting the requirements of Subsection 804.04.01.

2.3 Seeding. Furnish Seed Mix Type I.

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

2.5 Junction Boxes. Furnish junction box type B, #57 aggregate, and geotextile filter type IV according to junction box detail.

2.6 Cable No. 14/1 Pair (Lead-in). Furnish cable that is specified in Section 835. Cable shall be ran splice free. This shall include splice kits to connect to the loop wire.

2.7 Conduit. Furnish and install appropriate conduit from transitions to the roadway, junction boxes and poles. See details below.

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

3.1 Testing. Conform to Subsection 723.03.17 (A)

3.2 Coordination. Conform to Subsection723.03.17 (B)

3.3 Connection. Conform to Subsection 723.03.17 (C)

3.4 Maintain and Control Traffic. See Traffic Control Plan.

3.5 Milling. Conform to Subsection 723.03.17 (F)

3.6 Loop Saw Slot and Fill. Conform to Subsection 723.03.13 (A).

3.7 Backfilling and Disturbed Areas. Conform to Subsection 723.03.11.

3.8 Removal. Conform to Subsection 723.03.16.

3.9 Property/Roadway Damage. Conform to Subsection 723.03.17 (J).

3.10 Right-of-Way Limits. Conform to Subsection 723.03.17 (K).

3.11 Utility Clearance. Conform to Subsection 716.03.01.

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

3.13 Bore and Jack. Conform to Subsection 723.03.06 (I).

3.14 Open Cut Roadway. Conform to Subsection 723.03.06 (I).

4.0 MEASUREMENT. See Subsection 723.04 for bid item notes. Additional bid items include the following:

4.1 Loop Test. The Department will measure the quantity as each individual unit loop tested. The Department will not measure disconnection, reconnection, traffic control, re-splicing per specifications, before and after testing per note above, and any associated hardware for payment and will consider them incidental to this item of work.

4.2 Remove Signal Equipment. The department will measure the quantity by each. The department will not measure backfilling and the disposal or transportation of equipment and materials associated with any structural or electrical component of the signal system including, but not limited to pole bases, poles, junction boxes, cabinets, and wood poles for payment and will consider them incidental to this item of work.

5.0 PAYMENT. The Department will make payment for the completed and accepted quantities of listed items according to Subsection 723.05 in addition to the following:

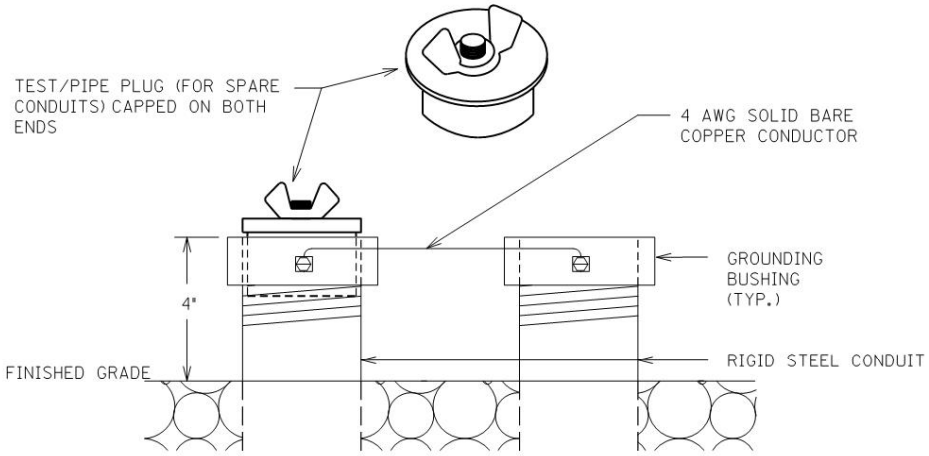
Code	Pay Item	Pay Unit
Conduit 1"	4792	Linear Foot
PVC Conduit – 1 ¼ inch – sch 80	24900EC	Linear Foot

Traffic Signal Loop Detectors
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PVC Conduit – 2 inch – sch 80	24901EC	Linear Foot
Conduit 2”	4795	Linear Foot
Electrical Junction Box type B	4811	Each
Loop Test	24963ED	Each
Trenching and Backfilling	4820	Linear Foot
Loop Wire	4830	Linear Foot
Cable-No. 14/1 Pair	4850	Linear Foot[1]
Loop Saw Slot and Fill	4895	Linear Foot[1]
Bore and Jack Conduit	21543EN	Linear Foot[3]
Open Cut Roadway	4821	Linear Foot[3]
Remove Signal Equipment	24955ED	each

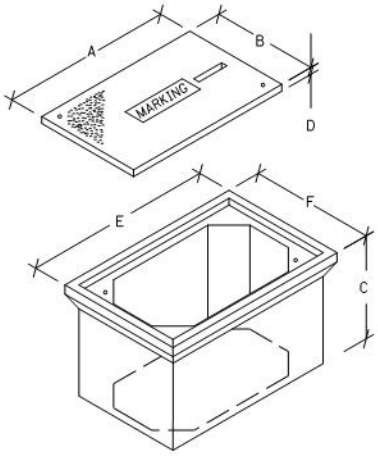
The Department will consider payment as full compensation for all work required under these notes and the Standard Specifications.
Contrary to section 723:
SUBSECTION: 03.13 Loop Installation.
REVISION: Replace first sentence note with the following:
twist unshielded loop wire (imsa 51-7) with 3 to 5 turns from the start of homerun to the inside conduit, junction box, cabinet, or pole. Twist unshielded loop wires (imsa 51-7) with 3 to 5 turns per foot from the start of the homerun to the junction box, cabinet, or pole. Slot can be widen to .5" to .625" to help with the installation of the twisted wire.

Traffic Signal Loop Detectors
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TEST/PIPE PLUG(FOR SPARE CONDUITS) AND GROUNDING DETAIL

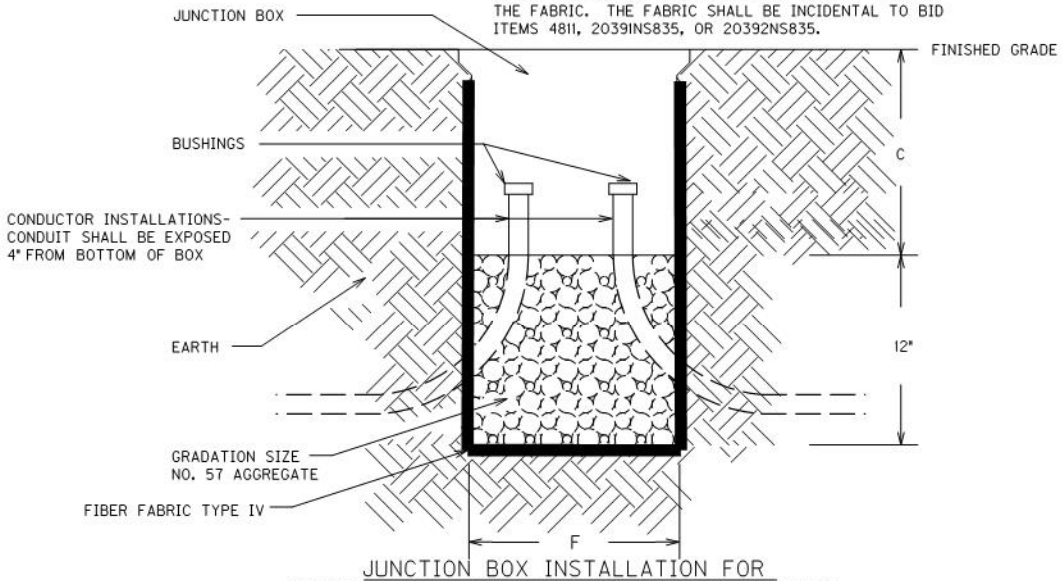
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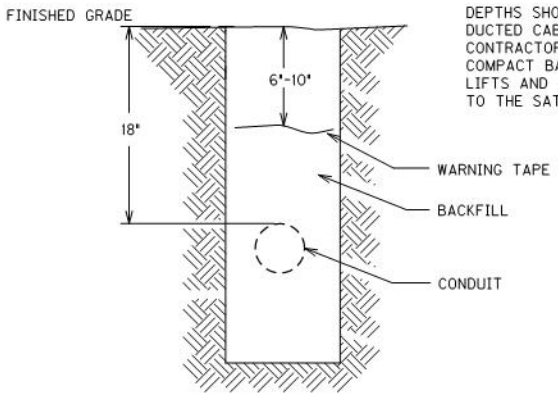
JUNCTION BOX DIMENSIONS (NOMINAL)						
	A	B	C	D	E	F
TYPE A	23"	14"	27"	2"	25"	15"
TYPE B	18"	11"	12"	1¾" *	20"	13"
TYPE C	36"	24"	30"	3"	38"	26"

* MINIMUM
NOTE: STACKABLE BOXES ARE PERMITTED

BEFORE THE INSTALLATION OF THE #57 AGGREGATE AND JUNCTION BOX, THE CONTRACTOR SHALL INSTALL GEOTEXTILE FILTER FABRIC TYPE IV IN THE HOLE. THE FABRIC SHALL EXTEND TO JUST BELOW THE LIP OF THE JUNCTION BOX AND SHALL BE CONTINUOUSLY ADHERED TO THE EXTERIOR OF THE BOX WITH ADHESIVE. ANY LOCATIONS WHERE CONDUITS ENTER THE BOX, THE FABRIC SHALL BE 'X CUT' ONLY AS MUCH AS NECESSARY TO ALLOW PASSAGE OF EACH INDIVIDUAL CONDUIT THROUGH THE FABRIC. THE FABRIC SHALL BE INCIDENTAL TO BID ITEMS 4811, 2039INS835, OR 20392NS835.



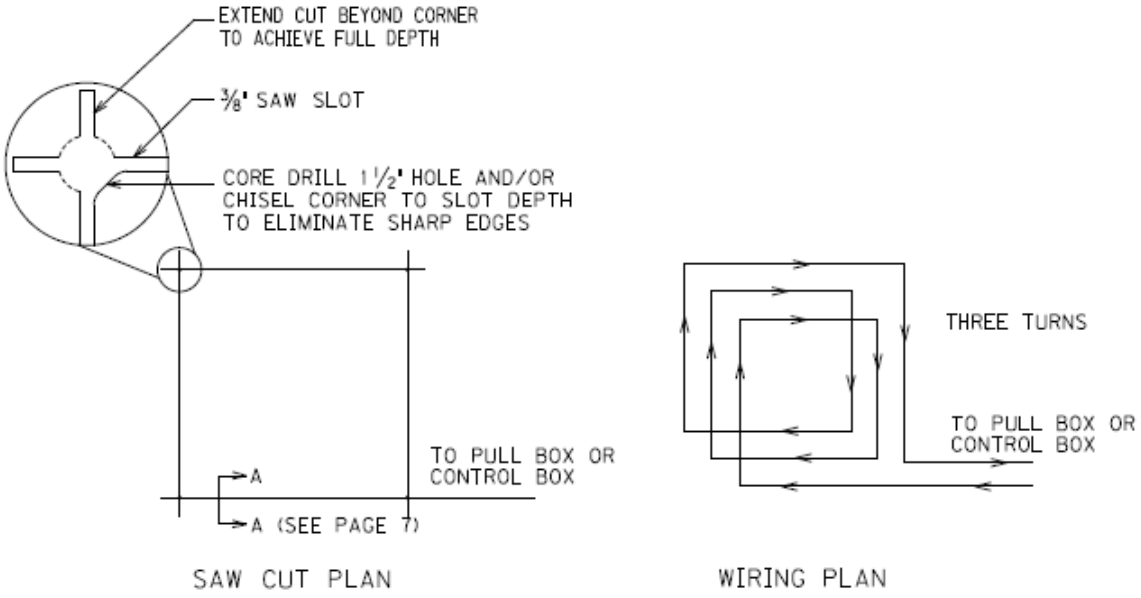
JUNCTION BOX INSTALLATION FOR
CONVENTIONAL LIGHTING OR TRAFFIC SIGNALS



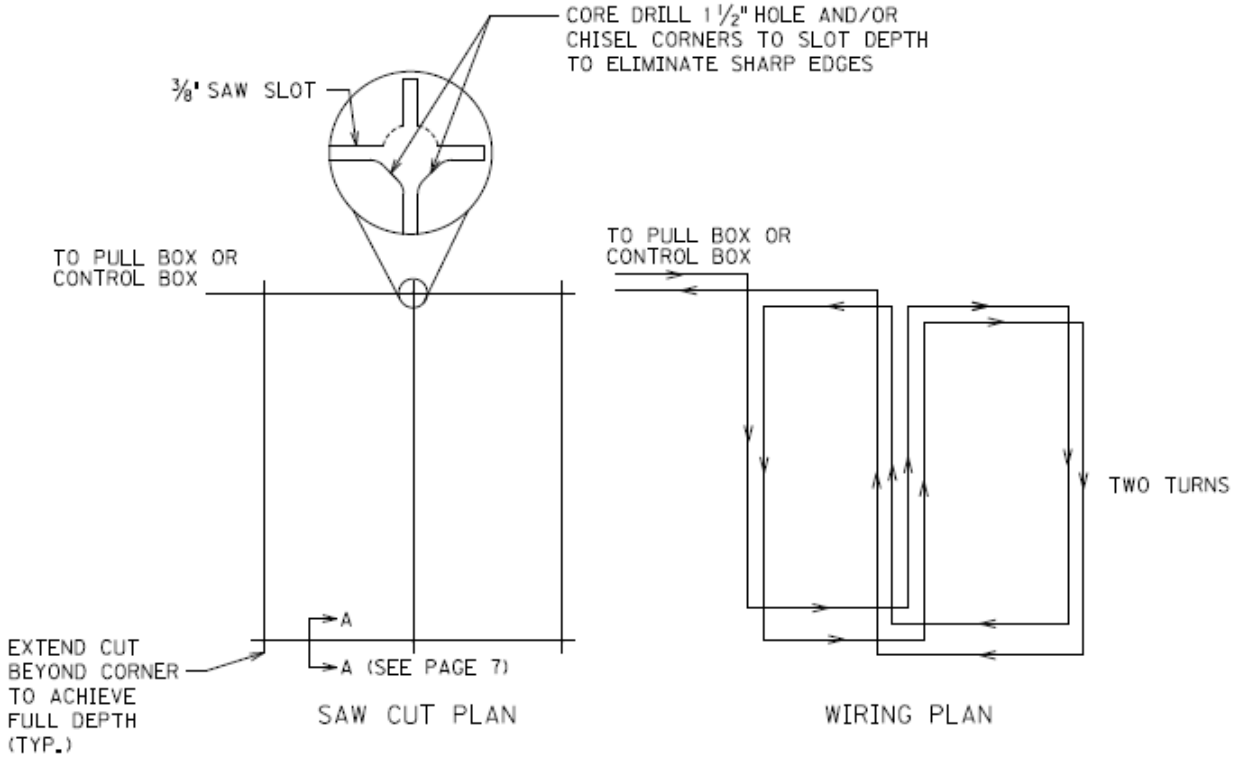
DEPTHS SHOWN FOR CONDUIT AND DUCTED CABLE ARE MINIMUMS. CONTRACTOR SHALL PLACE AND COMPACT BACKFILL IN 9" MAXIMUM LIFTS AND RETORE DISTURBED AREA TO THE SATISFACTION OF THE ENGINEER.

CONDUIT AND WARNING TAPE TRENCH

Traffic Signal Loop Detectors
Page 6 of 9

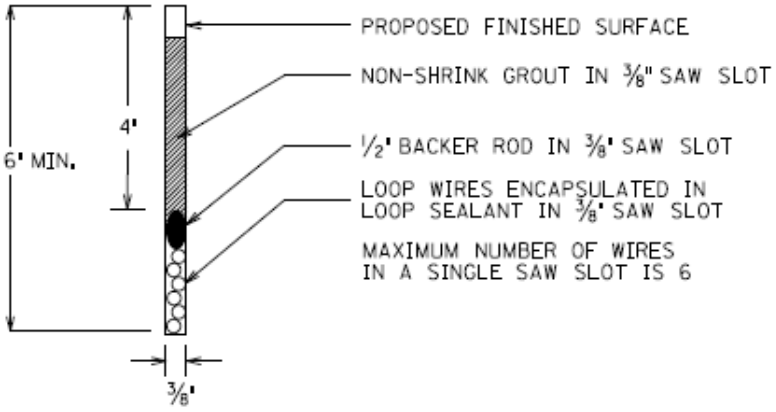


6'X6' LOOP

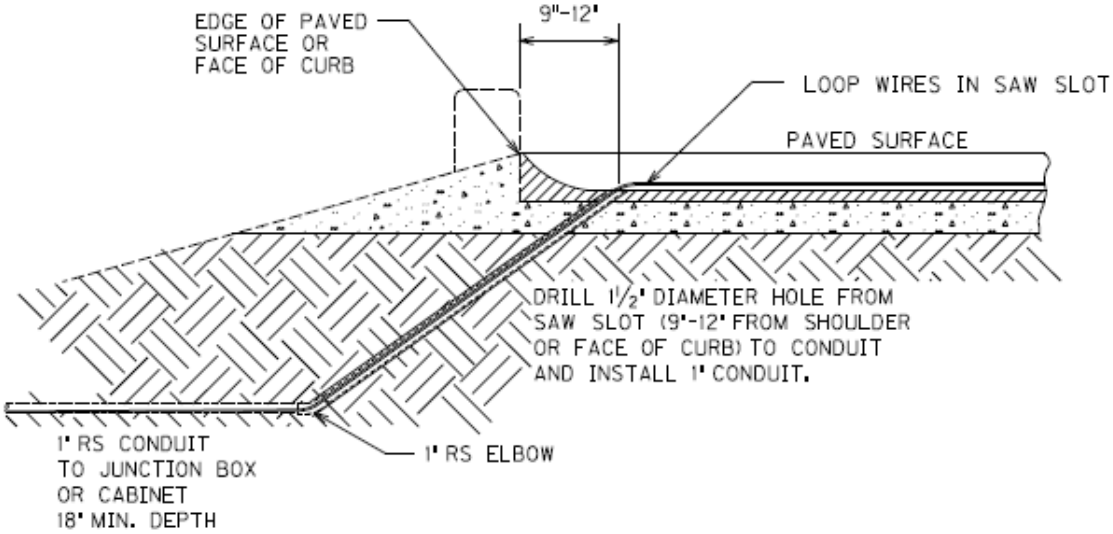


6'X30' QUADRAPOLE LOOP

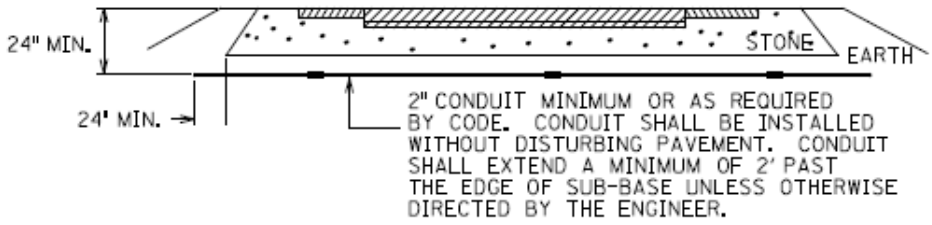
Traffic Signal Loop Detectors
Page 7 of 9



SECTION A-A (SAW SLOT DETAIL)

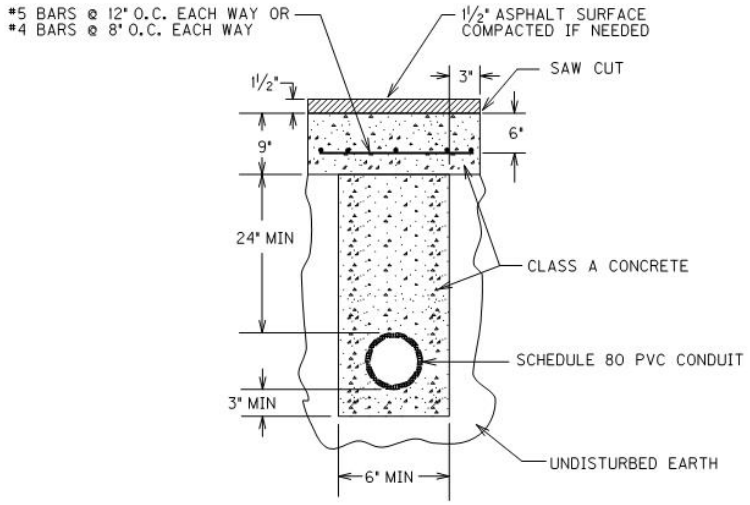


SAW SLOT EDGE OF PAVEMENT TRANSITION

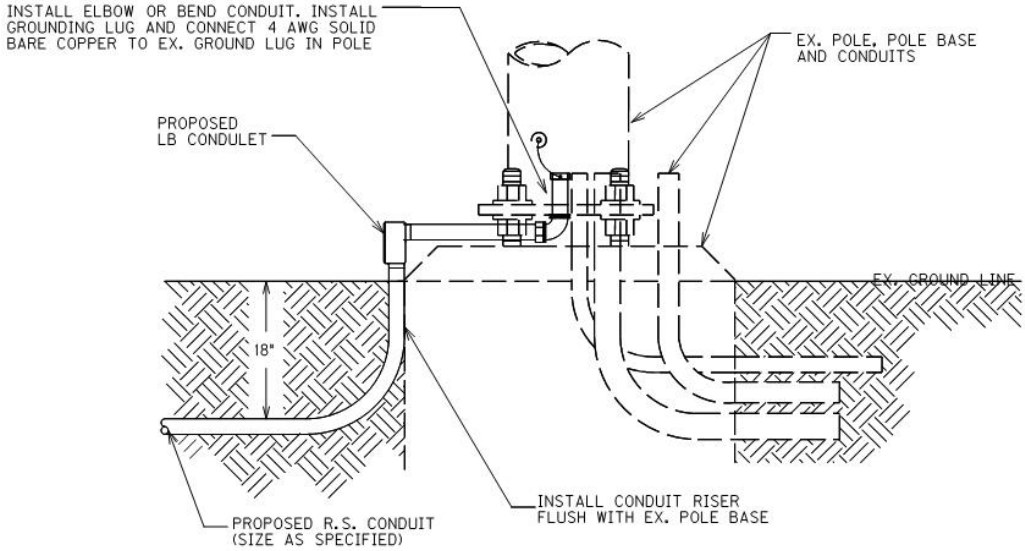


CONDUIT UNDER EXISTING PAVEMENT DETAIL

Traffic Signal Loop Detectors
Page 8 of 9

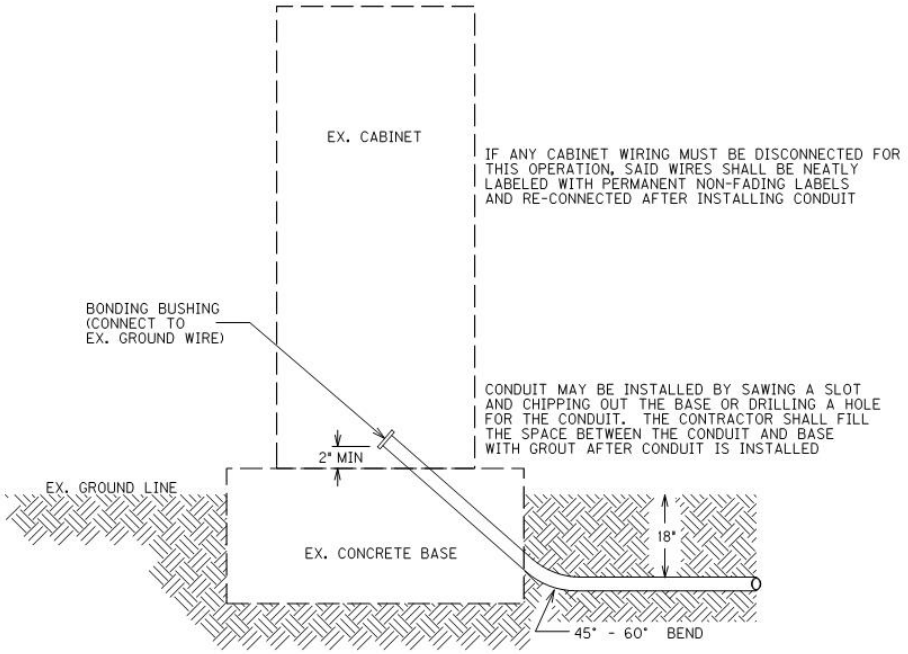


OPEN CUT PAVEMENT DETAIL



CONDUIT INSTALLATION IN EX. POLE BASE

Traffic Signal Loop Detectors
Page 9 of 9



CONDUIT INSTALLATION IN EX. CABINET BASE

Update: 4-5-2022

Special Note for Bridge Demolition, Renovation and Asbestos Abatement

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

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

Andy Beshear
GOVERNOR

TRANSPORTATION CABINET
200 Mero Street
Frankfort, Kentucky 406 01

Jim Gray
SECRETARY

Asbestos Inspection Survey

To: Andre Johannes

District: Central Office

Date: July 29, 2024

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Laurel 11-0014.8

Structure ID: 063B00039L

Structure Location: Interstate 75 over US 25E

Sample Description: Any suspect materials collected were negative for asbestos.

Inspection Date: July 23, 2024

Results and Recommendations

This asbestos survey was performed in accordance with the current USEPA regulations, specifically 40 CFR Part 61, Asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) revision, final rule effective November 20, 1990.

The results of the samples collected were negative for the presence of asbestos above 1%. No abatement is required at this time. However, the OSHA Standard 1926.1101 applies if any level of asbestos is present in the samples collected.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition (Notification Form DEP 7036) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth. This form can be submitted electronically at the EEC Forms Homepage

MRS, INC. *MRS, Inc. Analytical Laboratory Division*
332 West Broadway / Suite # 902
Louisville, Kentucky - 40202 - 2133
(502) 495-1212
Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # # 3407282 A
Client Name: KYTC
Sampled By: O'Dail Lawson
Address: Laurel County - 063B00039L

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Sample ID	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 39 - 1	Gray	Yes	No				None				100%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 28-Jul-24
Analyst : Winterford Mensah
Reviewed By: Winterford Mensah
Signature

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

AIHA # 102459
AJHA #1 02459

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 4th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

	O'Dail Lawson o'dail.lawson@ky.gov	**Client Information**	KY TRANSPORTATION CABINET
	W4-06-06	Area Square footage:	I-75 over US 25E
Address:	200 Mero Street		
	Frankfort KY		
Phone:	Fax: 502-564-5655	N/A = Not Applicable	
PO#:		Samplers (signature):	
Project ID	Laurel 063B000391		

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
39-1	Joint Compound	7/23/24	11:40	Asbestos bulk	Neoplite	gray		N/A

Relinquished By:	Date/Time:
Received By: Kimberly Meredith	Date/Time: 7/23/24
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

Andy Beshear
GOVERNOR

TRANSPORTATION CABINET
200 Mero Street
Frankfort, Kentucky 406 01

Jim Gray
SECRETARY

Asbestos Inspection Survey

To: Andre Johannes

District: Central Office

Date: July 29, 2024

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Whitley 11-0014.8

Structure ID: 118B00050L

Structure Location: Interstate 75 over US 25W

Sample Description: Any suspect materials collected were negative for asbestos.

Inspection Date: July 23, 2024

Results and Recommendations

This asbestos survey was performed in accordance with the current USEPA regulations, specifically 40 CFR Part 61, Asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) revision, final rule effective November 20, 1990.

The results of the samples collected were negative for the presence of asbestos above 1%. No abatement is required at this time. However, the OSHA Standard 1926.1101 applies if any level of asbestos is present in the samples collected.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition (Notification Form DEP 7036) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth. This form can be submitted electronically at the EEC Forms Homepage

MRS, INC. *MRS, Inc. Analytical Laboratory Division*
332 West Broadway / Suite # 902
Louisville, Kentucky - 40202 - 2133
(502) 495-1212
Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # # 3407282 C
Client Name: KYTC
Sampled By: O'Dail Lawson
Address: Whitley County - 118B00050L

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Sample ID	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 50 - 1	Black	Yes	No				None				100%
# 50- 2	**Gray**	Yes	No	<1%				1%			99%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 28-Jul-24
Analyst : Winterford Mensah
Reviewed By: Winterford Mensah
Signature

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

AIHA # 102459
AJHA #1 02459

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 4th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

O'Dail Lawson o'dail.lawson@ky.gov
W4-06-06
Address: 200 Mero Street
Frankfort KY
Phone: Fax: 502-564-5655
PO#:

Client Information KY TRANSPORTATION CABINET
Area Square footage: I-75 over US 25 W

N/A = Not Applicable

Samplers (signature):

Project ID Whitley 11B000050L

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
50-1	Joint Compound	7/23/24	11:02	Asbestos Bulk	Rubber	Black		N/A
50-2	Gusset Rail Mastic	↓	↓	↓	Mastic	grey		

Relinquished By: Date/Time:

Received By: Kristopher Mercado Date/Time: 7/23/24

Relinquished By: Date/Time:

Received at Lab By: Date/Time:

Andy Beshear
GOVERNOR

TRANSPORTATION CABINET
200 Mero Street
Frankfort, Kentucky 406 01

Jim Gray
SECRETARY

Asbestos Inspection Survey

To: Andre Johannes

District: Central Office

Date: July 29, 2024

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Whitley 11-0014.8

Structure ID: 118B00051R

Structure Location: Interstate 75 over KY 727-Barton Road

Sample Description: Any suspect materials collected were negative for asbestos.

Inspection Date: July 23, 2024

Results and Recommendations

This asbestos survey was performed in accordance with the current USEPA regulations, specifically 40 CFR Part 61, Asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) revision, final rule effective November 20, 1990.

The results of the samples collected were negative for the presence of asbestos above 1%. No abatement is required at this time. However, the OSHA Standard 1926.1101 applies if any level of asbestos is present in the samples collected.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition (Notification Form DEP 7036) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth. This form can be submitted electronically at the EEC Forms Homepage

MRS, INC. *MRS, Inc. Analytical Laboratory Division*
332 West Broadway / Suite # 902 (502) 495-1212
Louisville, Kentucky - 40202 - 2133 Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # # 3407282 D Address: Whitley County - 118B00051R
Client Name: KYTC
Sampled By: O'Dail Lawson

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Sample ID	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 51 - 1	Gray	Yes	No				None				100%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 28-Jul-24
Analyst : Winterford Mensah Reviewed By: Winterford Mensah
Signature

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AIHA # 102459 AJHA #1 02459

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 4th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

O'Dail Lawson o'dail.lawson@ky.gov W4-06-06 Address: 200 Mero Street Frankfort KY Phone: Fax: 502-564-5655 PO#:	**Client Information** KY TRANSPORTATION CABINET Area Square footage: I-75 over KY 727 (Barton Road) N/A = Not Applicable Samplers (signature): O'Dail Lawson
Project ID Whitley 118B000051R	

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
S1-1	Joint Compound	7/23/24	11:15	Asbestos bulk	Non-fibrous	grey		N/A

Relinquished By:	Date/Time:
Received By: Kristyn Mercer	Date/Time: 7/23/24
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

Andy Beshear
GOVERNOR

TRANSPORTATION CABINET
200 Mero Street
Frankfort, Kentucky 406 01

Jim Gray
SECRETARY

Asbestos Inspection Survey

To: Andre Johannes

District: Central Office

Date: July 29, 2024

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Whitley 11-0014.8

Structure ID: 118B00063R

Structure Location: Interstate 75 over Lynn Camp Creek

Sample Description: Any suspect materials collected were negative for asbestos.

Inspection Date: July 23, 2024

Results and Recommendations

This asbestos survey was performed in accordance with the current USEPA regulations, specifically 40 CFR Part 61, Asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) revision, final rule effective November 20, 1990.

The results of the samples collected were negative for the presence of asbestos above 1%. No abatement is required at this time. However, the OSHA Standard 1926.1101 applies if any level of asbestos is present in the samples collected.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition (Notification Form DEP 7036) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth. This form can be submitted electronically at the EEC Forms Homepage

MRS, INC. *MRS, Inc. Analytical Laboratory Division*
332 West Broadway / Suite # 902 (502) 495-1212
Louisville, Kentucky - 40202 - 2133 Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # # 3407282 E Address: Whitley County - 118B00063R
Client Name: KYTC
Sampled By: O'Dail Lawson

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Sample ID	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 63 - 1	Gray	Yes	No				None				100%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 28-Jul-24
Analyst : Winterford Mensah Reviewed By: Winterford Mensah
Signature

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AIHA # 102459 AJHA #1 02459

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 4th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

	O'Dail Lawson o'dail.lawson@ky.gov	**Client Information**	KY TRANSPORTATION CABINET
	W4-06-06	Area Square footage:	I-75 over Lynn Camp Creek.
Address:	200 Mero Street		
	Frankfort KY		
Phone:	Fax: 502-564-5655	N/A = Not Applicable	
PO#:		Samplers (signature):	
Project ID	Whitley 118B00063R		

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
63-1	Joint Compound	7/23/24	11:28	Asbestos bulk	Neoprene	grey		N/A

Relinquished By:	Date/Time:	
Received By: Winterjeet Mann	Date/Time: 7/23/24	
Relinquished By:	Date/Time:	
Received at Lab By:	Date/Time:	

Andy Beshear
GOVERNOR

TRANSPORTATION CABINET
200 Mero Street
Frankfort, Kentucky 406 01

Jim Gray
SECRETARY

Asbestos Inspection Survey

To: Andre Johannes

District: Central Office

Date: July 29, 2024

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Whitley 11-0014.8

Structure ID: 118B00091N

Structure Location: KY 312 over Gordon Hill Pike

Sample Description: Any suspect materials collected were negative for asbestos.

Inspection Date: July 23, 2024

Results and Recommendations

This asbestos survey was performed in accordance with the current USEPA regulations, specifically 40 CFR Part 61, Asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) revision, final rule effective November 20, 1990.

The results of the samples collected were negative for the presence of asbestos above 1%. No abatement is required at this time. However, the OSHA Standard 1926.1101 applies if any level of asbestos is present in the samples collected.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition (Notification Form DEP 7036) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth. This form can be submitted electronically at the EEC Forms Homepage

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332 West Broadway / Suite # 902
Louisville, Kentucky - 40202 - 2133
(502) 495-1212
Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # # 3407282 F
Client Name: KYTC
Sampled By: O'Dail Lawson
Address: Whitley County - 118B00091 N

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Sample ID	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 91 -1	Black	Yes	No				None				100%
# 91 - 2	**Gray**	Yes	No	< 1 %				1%			99%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 28-Jul-24
Analyst : Winterford Mensah
Reviewed By: Winterford Mensah
Signature

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AIHA # 102459
AJHA #1 02459

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 4th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

O'Dail Lawson o'dail.lawson@ky.gov W4-06-06 Address: 200 Mero Street Frankfort KY Phone: Fax: 502-564-5655 PO#:	**Client Information** KY TRANSPORTATION CABINET Area Square footage: (KY-312) ~~Gordon~~ Gordon Hill Pike over I-75 N/A = Not Applicable Samplers (signature):
Project ID Whitley 118B00091N	

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
91-1	Joint Compound	7/23/24	10:40	~~Ø~~ Asbestos bulk	Rubber	black		N/A
91-2	Guss Rail MASTIC	↓	↓	↓	MASTIC	gray		

Relinquished By:	Date/Time:
Received By: Winfred Mercer	Date/Time: 7/23/24
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

Andy Beshear
GOVERNOR

TRANSPORTATION CABINET
200 Mero Street
Frankfort, Kentucky 406 01

Jim Gray
SECRETARY

Asbestos Inspection Survey

To: Andre Johannes

District: Central Office

Date: July 29, 2024

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Whitley 11-0014.8

Structure ID: 118B00115N

Structure Location: KY 312 over Master Street

Sample Description: Any suspect materials collected were negative for asbestos.

Inspection Date: July 23, 2024

Results and Recommendations

This asbestos survey was performed in accordance with the current USEPA regulations, specifically 40 CFR Part 61, Asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) revision, final rule effective November 20, 1990.

The results of the samples collected were negative for the presence of asbestos above 1%. No abatement is required at this time. However, the OSHA Standard 1926.1101 applies if any level of asbestos is present in the samples collected.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition (Notification Form DEP 7036) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth. This form can be submitted electronically at the EEC Forms Homepage

MRS, INC. *MRS, Inc. Analytical Laboratory Division*
332 West Broadway / Suite # 902 (502) 495-1212
Louisville, Kentucky - 40202 - 2133 Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # # 3407282 G Address: Whitley County - 118B00115 N
Client Name: KYTC
Sampled By: O'Dail Lawson

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Sample ID	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 115-1	Black	Yes	No				None				100%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 28-Jul-24
Analyst : Winterford Mensah Reviewed By: Winterford Mensah
Signature

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AIHA # 102459 AJHA #1 02459

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 4th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

O'Dail Lawson o'dail.lawson@ky.gov W4-06-06 Address: 200 Mero Street Frankfort KY Phone: Fax: 502-564-5655 PO#:	**Client Information** KY TRANSPORTATION CABINET Area Square footage: KY-312 (Masree St) over Lynn Camp Creek N/A = Not Applicable Samplers (signature):
Project ID Whitley 118 B00115N	

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
115-1	Joint Compound	7/22/24	10:13	Asbestos bulk	Rubble	Black		N/A

Relinquished By:	Date/Time:
Received By: [signature]	Date/Time: 7/23/24
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

ENVIRONMENTAL TRAINING CONCEPTS, INC

P.O Box 99603 Louisville, KY 40269

(502)640-2951

Certification Number: ETC-AIR-031324-00278

O'Dail Lawson

has on 03-13-2024 attended and successfully completed the requirements and passed the examination with a score of 70% or better on the entitled course.

ASBESTOS INSPECTOR REFRESHER

Training was in accordance with 40 CFR Part 763 (AHERA) approved by the Commonwealth of Kentucky, the Indiana Department of Environmental Management, Tennessee Department of Environment & Conservation and The Arkansas Department of Environmental Quality. The above student received requisite training for Asbestos Accreditation under Title II of the Toxic Substance Act (TSCA).

Conducted at: 1520 Alliant Ave., Louisville, KY

Name - Training Manager

Expiration Date: 03-13-2025

Name - Instructor

TEAM KENTUCKY TRANSPORTATION CABINET

KENTUCKY TRANSPORTATION CABINET
Department of Highways
DIVISION OF RIGHT OF WAY & UTILITIES

TC 62-226
Rev. 01/2016
Page 1 of 1

RIGHT OF WAY CERTIFICATION

☒ Original	☐ Re-Certification	RIGHT OF WAY CERTIFICATION

ITEM #	COUNTY	PROJECT # (STATE)	PROJECT # (FEDERAL)
11-14.80	Laurel/Whitley	12FO FD52 063 6840201R	NHPP 0752104

PROJECT DESCRIPTION

TENN. STATE LINE-LEXINGTON; PRIORITY SECTION OF WIDENING I-75 FROM MP 23.2 IN WHITLEY COUNTY TO MP 28.90,

☐ **No Additional Right of Way Required**

Construction will be within the limits of the existing right of way. The right of way was acquired in accordance to FHWA regulations under the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended. No additional right of way or relocation assistance were required for this project.

☒ **Condition # 1 (Additional Right of Way Required and Cleared)**

All necessary right of way, including control of access rights when applicable, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way, but all occupants have vacated the lands and improvements, and KYTC has physical possession and the rights to remove, salvage, or demolish all improvements and enter on all land. Just Compensation has been paid or deposited with the court. All relocations have been relocated to decent, safe, and sanitary housing or that KYTC has made available to displaced persons adequate replacement housing in accordance with the provisions of the current FHWA directive.

☐ **Condition # 2 (Additional Right of Way Required with Exception)**

The right of way has not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Some parcels may be pending in court and on other parcels full legal possession has not been obtained, but right of entry has been obtained, the occupants of all lands and improvements have vacated, and KYTC has physical possession and right to remove, salvage, or demolish all improvements. Just Compensation has been paid or deposited with the court for most parcels. Just Compensation for all pending parcels will be paid or deposited with the court prior to AWARD of construction contract

☐ **Condition # 3 (Additional Right of Way Required with Exception)**

The acquisition or right of occupancy and use of a few remaining parcels are not complete and/or some parcels still have occupants. All remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. KYTC is hereby requesting authorization to advertise this project for bids and to proceed with bid letting even though the necessary right of way will not be fully acquired, and/or some occupants will not be relocated, and/or the just compensation will not be paid or deposited with the court for some parcels until after bid letting. KYTC will fully meet all the requirements outlined in 23 CFR 635.309(c)(3) and 49 CFR 24.102(j) and will expedite completion of all acquisitions, relocations, and full payments after bid letting and prior to AWARD of the construction contract or force account construction.

Total Number of Parcels on Project	5	EXCEPTION (S) Parcel #	ANTICIPATED DATE OF POSSESSION WITH EXPLANATION
Number of Parcels That Have Been Acquired			
Signed Deed	5		
Condemnation			
Signed ROE			

Notes/ Comments (Text is limited. Use additional sheet if necessary.)

LPA RW Project Manager		Right of Way Supervisor	
Printed Name		Printed Name	Greg Combs
Signature		Signature	Greg Combs Digitally signed by Greg Combs Date: 2025.06.23 11:25:22 -04'00'
Date		Date	

Right of Way Director		FHWA	
Printed Name	DM Loy	Printed Name	
Signature	DM Loy Digitally signed by DM Loy Date: 2025.06.27 07:47:11 -04'00'	Signature	No Signature Required as per FHWA-KYTC Current Stewardship Agreement
Date		Date	

UTILITIES AND RAIL CERTIFICATION NOTE

Laurel County
000NH0752104
FD52 118 6840206D
Mile point: 27.943 TO 28.900
TENN. STATE LINE-LEXINGTON; PRIORITY SECTION OF WIDENING I-75 FROM MP 23.2 IN WHITLEY COUNTY TO MP 28.90, US-25E NORTH OF CORBIN. (C-COST=$110,000,000)(18CCR) (2020CCR) (2024CCR)
ITEM NUMBER: 11-14.80

PROJECT NOTES ON UTILITIES

This project includes utility relocation construction with Build America Buy America (BABA) non-compliant iron, steel, construction materials and/or manufactured products. The awarded Cabinet contractor must factor these items into the maximum BABA non-compliant items for this project. The De Minimus waiver requires that the total material value of non-complaint items is no more than the lesser of $1,000,000 or 5% of the total cost of materials for the project. Be advised that minimal non-domestic iron, steel, construction materials, and/or manufactured products shall not exceed 5 percent of project material costs up to a maximum of $1,000,000 and must be inclusive of the items listed below. BABA Noncompliant Utility inventory Type Company Description Quantity Non-C Material Cost Steel/Iron Company 1 Item 1 X $X Construction Material Company 2 Item 2 X $X Manufactured Product Company 3 Item 3 X $X Total Material Cost $X If the contractor is nearing the 5% de minimus cap using their known project materials, the contractor may contact the involved utility companies to secure a total material cost for utility relocations. Note: The utility items have been confirmed within the de minimus waiver threshold and shall not be removed. Any non-compliant items installed by the contractor determined to exceed the cap shall be removed and replaced with a BABA-compliant item at contractor expense and no cost to the Cabinet.

The contractor should be aware that there is UTILITY WORK INCLUDED IN THIS ROAD CONSTRUCTION CONTRACT. The Contractor shall review the GENERAL UTILITY NOTES AND INSTRUCTIONS which may include KYTC Utility Bid Item Descriptions, utility owner supplied specifications, plans, list of utility owner preapproved subcontractors, and other instructions. Utility contractors may be added via addendum if KYTC is instructed to do so by the utility owner. Potential contractors must seek prequalification from the utility owner.

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Any revisions must be sent from the utility owner to KYTC a minimum of one week prior to bid opening.

For all projects under 2000 Linear feet which require a normal excavation locate request pursuant to KRS 367.4901-4917, the awarded contractor shall field mark the proposed excavation or construction boundaries of the project (also called white lining) using the procedure set forth in KRS 367.4909(9)(k). For all projects over 2000 linear feet, which are defined as a “Large Project” in KRS 367.4903(18), the awarded contractor shall initially mark the first 2000 linear feet minimally of proposed excavation or construction boundaries of the project to be worked using the procedure set forth in KRS 367.4909(9)(k). This temporary field locating of the project excavation boundary shall take place prior to submitting an excavation location request to the underground utility protection Kentucky Contact Center. For large projects, the awarded contractor shall work with the impacted utilities to determine when additional white lining of the remainder of the project site will take place. This provision shall not alter or relieve the awarded contractor from complying with requirements of KRS 367.4905 to 367.4917 in their entirety.

Please Note: The information presented in this Utility Note is informational in nature and the information contained herein is not guaranteed.

The contractor will be responsible for contacting all utility facility owners on the subject project to coordinate his activities. The contractor will coordinate his activities to minimize and, where possible, avoid conflicts with utility facilities. Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities beyond minor facility adjustments. Where conflicts with utility facilities are unavoidable, the contractor will coordinate any necessary relocation work with the facility owner and Resident Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs. The utility facilities as noted in the previous section(s) have been determined using data garnered by varied means and with varying degrees of accuracy: from the facility owners, a result of S.U.E., field inspections, and/or reviews of

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record drawings. The facilities defined may not be inclusive of all utilities in the project scope and are not Level A quality, unless specified as such. It is the contractor's responsibility to verify all utilities and their respective locations before excavating.

The contractor shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor's responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. The contractor is instructed to contact KY 811 for the location of existing underground utilities. Contact shall be made a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY 811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom are to be contacted through their individual Protection Notification Center. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area. Non-compliance with these directives can result in the enforcement of penalties.

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NOTE: DO NOT DISTURB THE FOLLOWING FACILITIES LOCATED WITHIN THE PROJECT DISTURB LIMITS

Charter Communications - Communication

Windstream Holdings II, LLC - Communication

Delta Natural Gas Company, Inc. - Natural Gas

AT&T - KY - Communication

Cumberland Valley Electric, Inc. - Electric

Corbin Utilities Commission – Water

The contractor must contact Delta Gas before performing any excavation near their gas lines, specifically station 1335+00 and 1340+00 on US 25 W. The contact for Delta Gas is Bobby Bargo (Branch Manager) and his number is (606) 524-0133 or Jowayne Schell (Coordinator) and his number is (606) 344-5396.

The contractor is not permitted to blast between station 1356+00 and station 1363+00 on the Topmost bench. The top bench between these stations is too close to AT&T's Transmission fiber optic line. The contractor will be permitted to blast the lower bench in this area. If any questions, contact Matthew Reeves or Matthew Akins.

The contractor must coordinate with KYTC District 11 Traffic to locate electric lines to light poles illuminating Exit 25 and Exit 29 along I-75. D11 Traffic will locate electric lines as needed that power both signals and high-mast overhead lighting when requested by the contractor. The contact for this would be Chris Harris at 502-764-0265. Any necessary relocation of lines is the responsibility of the contractor utilizing contingent quantities set up in contract.

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The Contractor is fully responsible for protection of all utilities listed above

THE FOLLOWING FACILITY OWNERS ARE RELOCATING/ADJUSTING THEIR FACILITIES WITHIN THE PROJECT LIMITS AND WILL BE COMPLETE PRIOR TO CONSTRUCTION

AT&T-AT&T KY - Telephone

THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE OWNER OR THEIR SUBCONTRACTOR AND IS TO BE COORDINATED WITH THE ROAD CONTRACT

Not Applicable

THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE ROAD CONTRACTOR AS INCLUDED IN THIS CONTRACT

Not Applicable

RAIL COMPANIES HAVE FACILITIES IN CONJUNCTION WITH THIS PROJECT AS NOTED

☒ **No Rail Involvement** ☐ **Rail Involved** ☐ **Rail Adjacent**

Form Revised 6/24/16

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AREA FACILITY OWNER CONTACT LIST

Facility Owner	Address	Contact Name	Phone	Email
AT&T - KY - Communication	1535 Twilight Trail Frankfort KY 40601	Chase Bargo	6064136335	cb205p@att.com
AT&T-AT&T KY - Telephone	29 Wills Branch Prestonburg KY 41653	Jack Salyer	6064249328	js2299@att.com
AT&T-AT&T KY - Telephone		Matthew Reeves	8153421124	
Charter Communications - Communication	5026 S. Highway 27 Somerset KY 42501	Lee Bowlin	6062712504	albert.bowlin@charter.com
Corbin Utilities Commission - Water	1515 Cumberland Falls Highway	Ron Herd	6065284026	ron.herd@corbinutilities.com

Form Revised 6/24/16

UTILITIES AND RAIL CERTIFICATION NOTE

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	Corbin KY 40701			
Cumberland Valley Electric, Inc. - Electric	6219 N. US25E Gray KY 40734	Mark Abner	6065469295	Mark.Abner@cumberlandvalley.coop
Delta Natural Gas Company, Inc. - Natural Gas	3617 Lexington Road Winchester KY 40391	Robert Nellipowitz	8597446171	rnellipowitz@deltagas.com
Windstream Holdings II, LLC - Communication	PO Box 9001116 Louisville KY 40290	Steve Johnson	8593576209	steve.johnson@windstream.com

N O T I C E

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
NATIONWIDE #14 PERMIT AUTHORIZATION
KENTUCKY DIVISION OF WATER 401 WQC

8-14-2024

PROJECT: Laurel & Whitley Counties, Item No. 11-14.8
Widening of I75 from mile point 20.2 to mile point 28.85

The Section 404 & 401 activities for this project have been previously permitted under the authority of the Department of the Army Nationwide Permit No. 14 "Linear Transportation Projects" & Division of Water General Water Quality Certification. In order for these authorizations to be valid, the attached conditions must be followed. The contractor shall post a copy of this Nationwide Permit & General WQC in a conspicuous location at the project site for the duration of construction and comply with the general conditions as required.

Station 1534+05	Extend grade at the outlet of a 5'X4' concrete box culvert. The work will impact a **intermittent** stream and will have impacts below the normal high water mark. The estimated area of impact to the U.T. of Lynn Camp Creek is **40 linear feet** and **0.004 acres**.
Station 1555+25	Extend grade at the outlet of a 42'' concrete box culvert. The work will impact a **intermittent** stream and will have impacts below the normal high water mark. The estimated area of impact to the U.T. of Laurel River is **12 linear feet** and **0.001 acres**.

This project involves work near and/or within Jurisdictional Waters of the United States as defined by the United States Army Corps of Engineers and therefore requires a Nationwide 14 General 404 Permit. The Division of Water certified this General Permit with several conditions (See attached). One that should be brought to your attention is regarding the use of heavy equipment in the stream channel. If there is need to cross the stream channel with heavy equipment or conduct work from within the stream channel a working platform or temporary crossing is authorized. This should be constructed with clean rock and sufficient pipe to allow stream flow to continue unimpeded (see attached typical drawing).

In order for this authorization to be valid, the attached conditions must be followed. The contractor shall post a copy of this Nationwide Approval in a conspicuous location at the project

site for the duration of construction and comply with the general conditions as required.

To more readily expedite construction, the contractor may elect to alter the design or perform the work in a manner different from what was originally proposed and specified. Prior to commencing such alternative work, the contractor shall obtain **written** permission from the Division of Construction and the Division of Environmental Analysis. If such changes necessitate further permitting then the contractor will be responsible for applying to the Army Corps of Engineers and the Kentucky Division of Water (KDOW). A copy of any request to the Corps of Engineers or the KDOW to alter this proposal and subsequent responses shall be forwarded to the Division of Environmental Analysis, DA Permit Coordinator, for office records and for informational purposes.

ANDY BESHEAR
GOVERNOR

REBECCA W. GOODMAN
SECRETARY

ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION

ANTHONY R. HATTON
COMMISSIONER

300 SOWER BOULEVARD
FRANKFORT, KENTUCKY 40601

General Certification--Nationwide Permit # 14
Linear Transportation Projects

This General Certification is issued **December 18, 2020**, in conformity with the requirements of Section 401 of the Clean Water Act of 1977, as amended (33 U.S.C. §1341), as well as Kentucky Statute KRS 224.16-050.

For this General Certification and all General Certifications of Nationwide Permits (NWP), the term 'surface water' is defined pursuant to 401 KAR Chapter 10, Section 1(72): Surface Waters means those waters having well-defined banks and beds, either constantly or intermittently flowing; lakes and impounded waters; marshes and wetlands; and any subterranean waters flowing in well-defined channels and having a demonstrable hydrologic connection with the surface. Lagoons used for waste treatment and effluent ditches that are situated on property owned, leased, or under valid easement by a permitted discharger are not considered to be surface waters of the Commonwealth.

As required by 40 CFR Part 121 – State Certification of Activities Requiring a Federal License or Permit, all conditions include a statement explaining why the condition is necessary to assure that any discharge authorized under the general permit will comply with water quality requirements and a citation to federal, state, or tribal law that authorizes the condition. The statements and citations are included with each condition. The statements are written entirely at the end of the certification under the section *Statements of Necessity*.

Agricultural operations, as defined by KRS 224.71-100(1) conducting activities pursuant to KRS 224.71-100 (3), (4), (5), (6), or 10 are deemed to have certification if they are implementing an Agriculture Water Quality Plan pursuant to KRS 224.71-145.

For all other operations, the Commonwealth of Kentucky hereby certifies under Section 401 of the Clean Water Act (CWA) that it has reasonable assurances that applicable water quality standards under Kentucky Administrative Regulations Title 401, Chapter 10, established pursuant to Sections 301, 302, 303, 306 and 307 of the CWA, will not be violated for the activity covered under NATIONWIDE PERMIT 14, namely Linear Transportation Projects, provided that the conditions in this certification are met. Activities that do not meet the conditions of this General Certification require an Individual Section 401 Water Quality Certification.

General Certification--Nationwide Permit # 14
Linear Transportation Projects
Page 2

1. Activities occurring within surface waters assessed by the Kentucky Division of Water as designated Outstanding State Resource Waters, National Resource Waters, Cold Water Aquatic Habitat, Exceptional Waters, or identified as candidate Outstanding State Resource Waters or candidate Exceptional Waters are not authorized under this General Certification and require an Individual Certification. [Statement A and citations KRS 224.70-110, 401 KAR 10:030, Section 1(1), Section 1(2), & Section 1(3); and 401 KAR 10:031, Section 4(2) & Section 8]

2. Activities impacting surface waters assessed by the Kentucky Division of Water as impaired for warm water or cold water aquatic habitat where the parameter or source is related to habitat* are not authorized under this General Certification and require an Individual Certification. [Statement B and citations KRS 224.70-110 and 401 KAR 10:031, Section 2 & Section 4]

   *These include waters impaired by the parameter 'habitat assessment', 'combined biota/habitat bioassessment' or any parameter from the parameter group 'habitat alterations, and/or waters where the parameter identified as a cause of impairment has a source from the source group 'habitat impacts'.

3. Activities impacting surface waters assessed by the Kentucky Division of Water as full support for warm water or cold water aquatic habitat are not authorized under this General Certification and require an Individual Certification. [Statements A and B and citations KRS 224.70-110 and 401 KAR 10:031, Section 2 & Section 4]

4. The activity will not occur within surface waters identified as perpetually-protected mitigation sites (e.g., deed restriction or conservation easement). [Statement C and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3); and 40 C.F.R. 230.97]

5. Activities with cumulative temporary and permanent impacts greater than 1/2 acre of wetland or 300 linear feet of surface waters are not authorized under this General Certification and require an Individual Certification. This General Certification shall not apply to projects where multiple Nationwide Permits are issued for individual crossings which are part of a single, larger transportation projects. [Statement A and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

6. For complete linear transportation projects, all impacts shall not exceed a cumulative length of 500 linear feet within each Hydrologic Unit Code (HUC) 14. [401 KAR 10:030 and 401 KAR 10:031]

7. Stream realignment greater than 100 feet is not authorized under this General Certification and require and Individual Certification. [Statement A and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

8. Surface water impacts covered under this General Certification and undertaken by those persons defined as an agricultural operation under the Agricultural Water Quality Act must be completed in compliance with the Kentucky Agricultural Water Quality Plan (KAWQP). [Statements A and F and citations KRS 224.71-145(1), 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

9. Any crossings must be constructed in a manner that does not impede natural water flow. [Statement A and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

10. The use of creek rock for bank stabilization; grouted rip-rap; unformed, poured grout; unformed, poured concrete; poured asphalt; or asphalt pieces is not authorized under this General Certification and requires an Individual Certification. Poured concrete or grout will be authorized under this General Certification when contained by tightly sealed forms or cells. Equipment shall not discharge waste washwater into surface waters at any time without adequate wastewater treatments. [Statement A and citations 401 KAR 10:030, Section 1(3)(b) & 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

11. New stormwater detention/ retention basins constructed in surface waters or modifications to stormwater detention/ retention basins resulting in the reduction in reach or that cause impairment of flow of surface waters are not authorized under this General Certification and require an Individual Certification. [Statement A and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

12. Erosion and sedimentation pollution control plans and Best Management Practices (BMPs) must be designed, installed, and maintained in effective operating condition at all times during construction activities so that violations of state water quality standards do not occur. [Statements A and D and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

13. Sediment and erosion control measures, such as check-dams constructed of any material, silt fencing, hay bales, etc., shall not be placed within surface waters, either temporarily or permanently, without prior approval by the Kentucky Division of Water's Water Quality Certification Section. If placement of sediment and erosion control measures in surface waters is unavoidable, design and placement of temporary erosion control measures shall not be conducted in such a manner that may result in instability of streams that are adjacent to, upstream, or downstream of the structures. All sediment and erosion control devices shall be removed and the natural grade restored within the completion timeline of the activities. [Statements A and D and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

General Certification--Nationwide Permit # 14
Linear Transportation Projects
Page 4

14. Measures shall be taken to prevent or control spills of fuels, lubricants, or other toxic materials used in construction from entering surface waters. [Statements A and D and citations. [KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

15. Removal of riparian vegetation shall be limited to that necessary for equipment access. [Statements A and D and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

16. To the maximum extent practicable, all in-stream work under this certification shall be performed under low-flow conditions [Statements A and D and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

17. Heavy equipment (e.g., bulldozers, backhoes, and draglines), if required for this project, should not be used or operated within the stream channel. In those instances in which such in-stream work is unavoidable, then it shall be performed in such a manner and duration as to minimize turbidity and disturbance to substrates and bank or riparian vegetation. [Statements A and D and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

18. Any fill shall be of such composition that it will not adversely affect the biological, chemical, or physical properties of the receiving waters and/or cause violations of water quality standards. If rip-rap is utilized, it should be of such weight and size that bank stress or slump conditions will not be created because of its placement. [Statements A and D and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

19. If domestic water supply intakes are located downstream that may be affected by increased turbidity and suspended solids, the permittee shall notify the operator when such work will be done prior to construction. [Statement E and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

20. Should evidence of stream pollution or jurisdictional wetland impairment and/or violations of water quality standards occur as a result of this activity (either from a spill or other forms of water pollution), the Kentucky Division of Water shall be notified immediately by calling (800) 928-2380. [Statement A and D and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

21. The Kentucky Division of Water requires submission of a formal application for any federal applicant that is not required to submit a Preconstruction Notification that would typically be required of any non-federal applicant. [Statements A and D and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

General Certification--Nationwide Permit # 14
Linear Transportation Projects
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22. The Kentucky Division of Water may require submission of a formal application for an Individual Certification for any project that has been determined to likely have a significant adverse effect upon water quality or degrade surface waters so that existing uses of the water body or downstream waters are precluded. [Statement A and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

23. If the final issued General Permit for Nationwide Permit 14 Linear Transportation Projects changes significantly, the Division of Water may opt to deny certification for this permit. [Statements A and D and citations KRS 224.70-110, 401 KAR 10:030, Section 1(3)(b) & Section 1(4)(b); and 401 KAR 10:031, Section 2 & Section 4]

Statements of Necessity:

A. This condition is necessary to protect waters categorized under the anti-degradation policy to protect the designated and existing uses and to maintain the associated water quality criteria necessary to protect these water resources.

B. This condition is necessary to protect existing uses and the level of water quality necessary to protect those existing uses shall be assured in impaired water.

C. This condition is necessary for long-term protection of compensatory mitigation sites.

D. This condition is necessary to provide for the prevention, abatement, and control of all water pollution and to conserve water resources for legitimate uses, safeguard from pollution the uncontaminated waters, prevent the creation of any new pollution, and abate any existing pollution.

E. This condition is necessary to protect domestic water supply use.

F. This condition is necessary to evaluate, develop, and improve best-management practices in conservation plans, compliance plans, and forest stewardship management plans; establish statewide and regional agriculture water quality plans; and otherwise promote soil and water conservation activities that protect surface waters from the adverse impacts of agriculture operations within the Commonwealth.

Violation of Kentucky state water quality standards may result in civil penalties and remediation actions.

For assistance contact the Kentucky Division of Water, Water Quality Certification Section by email (401WQC@ky.gov) or by phone (502)-564-3410.

2021 Nationwide Permit Summary

US Army Corps of Engineers
Louisville District ®

Issued: **February 25, 2022**
Expires: **March 14, 2026**

No. 14. Linear Transportation Projects

(NWP Final Rule, 86 FR 73522)

Activities required for crossings of waters of the United States associated with the construction, expansion, modification, or improvement of linear transportation projects (e.g., roads, highways, railways, trails, driveways, airport runways, and taxiways) in waters of the United States. For linear transportation projects in non-tidal waters, the discharge of dredged or fill material cannot cause the loss of greater than 1/2-acre of waters of the United States. For linear transportation projects in tidal waters, the discharge of dredged or fill material cannot cause the loss of greater than 1/3-acre of waters of the United States. Any stream channel modification, including bank stabilization, is limited to the minimum necessary to construct or protect the linear transportation project; such modifications must be in the immediate vicinity of the project.

This NWP also authorizes temporary structures, fills, and work, including the use of temporary mats, necessary to construct the linear transportation project. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges of dredged or fill material, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

This NWP cannot be used to authorize non-linear features commonly associated with transportation projects, such as vehicle maintenance or storage buildings, parking lots, train stations, or aircraft hangars.

Notification: The permittee must submit a pre-construction notification to the district engineer prior to commencing the activity if: (1) The loss of waters of the United States exceeds 1/10 acre; or (2) there is a discharge of dredged or fill material in a special aquatic site, including wetlands. (See general condition 32.) (Authorities: Sections 10 and 404).

Note 1: For linear transportation projects crossing a single waterbody more than one time at separate and distant locations, or multiple waterbodies at separate and distant locations, each crossing is considered a single and complete project for purposes of NWP authorization. Linear transportation projects must comply with 33 CFR 330.6(d).

Note 2: Some discharges of dredged or fill material for the construction of farm roads or forest roads, or temporary roads for moving mining equipment, may qualify for an exemption under Section 404(f) of the Clean Water Act (see 33 CFR 323.4).

Note 3: For NWP 14 activities that require pre-construction notification, the PCN must include any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings that require Department of the Army authorization but do not require pre-construction notification (see paragraph (b)(4) of general condition 32). The district engineer will evaluate the PCN in accordance with Section D, ''District Engineer's Decision.'' The district engineer may require mitigation to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see general condition 23).

Nationwide Permit General Conditions

Note: To qualify for NWP authorization, the prospective permittee must comply with the following general conditions, as applicable, in addition to any regional or case-specific conditions imposed by the division engineer or district engineer. Prospective permittees should contact the appropriate Corps district office to determine if regional conditions have been imposed on an NWP. Prospective permittees should also contact the appropriate Corps district office to determine the status of Clean Water Act Section 401 water quality certification and/or Coastal Zone Management Act consistency for an NWP. Every person who may wish to obtain permit authorization under one or more NWPs, or who is currently relying on an existing or prior permit authorization under one or more NWPs, has been and is on notice that all of the provisions of 33 CFR 330.1 through 330.6 apply to every NWP authorization. Note especially 33 CFR 330.5 relating to the modification, suspension, or revocation of any NWP authorization.

1. Navigation. (a) No activity may cause more than a minimal adverse effect on navigation.

(b) Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the United States.

(c) The permittee understands and agrees that, if future operations by the United

States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his or her authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

2. Aquatic Life Movements. No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. All permanent and temporary crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species. If a bottomless culvert cannot be used, then the crossing should be designed and constructed to minimize adverse effects to aquatic life movements.

3. Spawning Areas. Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.

4. Migratory Bird Breeding Areas. Activities in waters of the United States that serve as breeding areas for migratory birds must be avoided to the maximum extent practicable.

5. Shellfish Beds. No activity may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by NWPs 4 and 48, or is a shellfish seeding or habitat restoration activity authorized by NWP 27.

6. Suitable Material. No activity may use unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.). Material used for construction or discharged must be free from toxic pollutants in toxic amounts (see section 307 of the Clean Water Act).

7. Water Supply Intakes. No activity may occur in the proximity of a public water supply intake, except where the activity is for the repair or improvement of public water supply intake structures or adjacent bank stabilization.

8. Adverse Effects From Impoundments. If the activity creates an impoundment of water, adverse effects to the aquatic system due to accelerating the passage of water, and/or restricting its flow must be minimized to the maximum extent practicable.

9. Management of Water Flows. To the maximum extent practicable, the pre-construction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization, storm water management activities, and temporary and permanent road crossings, except as provided below. The activity must be constructed to withstand expected high flows. The activity must not restrict or impede the passage of normal or high flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the pre-construction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g., stream restoration or relocation activities).

10. Fills Within 100-Year Floodplains. The activity must comply with applicable FEMA-approved state or local floodplain management requirements.

11. Equipment. Heavy equipment working in wetlands or mudflats must be placed on mats, or other measures must be taken to minimize soil disturbance.

12. Soil Erosion and Sediment Controls. Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow, or during low tides.

13. Removal of Temporary Structures and Fills. Temporary structures must be removed, to the maximum extent practicable, after their use has been discontinued. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The affected areas must be revegetated, as appropriate.

14. Proper Maintenance. Any authorized structure or fill shall be properly maintained, including maintenance to ensure public safety and compliance with applicable NWP general conditions, as well as any activity-specific conditions added by the district engineer to an NWP authorization.

15. Single and Complete Project. The activity must be a single and complete project. The same NWP cannot be used more than once for the same single and complete project.

16. Wild and Scenic Rivers. (a) No NWP activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.

(b) If a proposed NWP activity will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, the permittee must submit a pre-construction notification (see general condition 32). The district engineer will coordinate the PCN with the Federal agency with direct

management responsibility for that river. Permittees shall not begin the NWP activity until notified by the district engineer that the Federal agency with direct management responsibility for that river has determined in writing that the proposed NWP activity will not adversely affect the Wild and Scenic River designation or study status.

(c) Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency responsible for the designated Wild and Scenic River or study river (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service). Information on these rivers is also available at: http://www.rivers.gov/.

17. Tribal Rights. No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

18. Endangered Species. (a) No activity is authorized under any NWP which is likely to directly or indirectly jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will directly or indirectly destroy or adversely modify designated critical habitat or critical habitat proposed for such designation. No activity is authorized under any NWP which "may affect" a listed species or critical habitat, unless ESA section 7 consultation addressing the consequences of the proposed activity on listed species or critical habitat has been completed. See 50 CFR 402.02 for the definition of "effects of the action" for the purposes of ESA section 7 consultation, as well as 50 CFR 402.17, which provides further explanation under ESA section 7 regarding "activities that are reasonably certain to occur" and "consequences caused by the proposed action."

(b) Federal agencies should follow their own procedures for complying with the requirements of the ESA (see 33 CFR 330.4(f)(1)). If pre-construction notification is required for the proposed activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation has not been submitted, additional ESA section 7 consultation may be necessary for the activity and the respective federal agency would be responsible for fulfilling its obligation under section 7 of the ESA.

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat or critical habitat proposed for such designation, and shall not begin work on the activity until notified by the district engineer that the requirements of the ESA have been satisfied and that the activity is authorized. For activities that might affect Federally-listed endangered or threatened species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation), the pre-construction notification must include the name(s) of the endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or that utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. The district engineer will determine whether the proposed activity "may affect" or will have "no effect" to listed species and designated critical habitat and will notify the non-Federal applicant of the Corps' determination within 45 days of receipt of a complete pre-construction notification. For activities where the non-Federal applicant has identified listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) that might be affected or is in the vicinity of the activity, and has so notified the Corps, the applicant shall not begin work until the Corps has provided notification that the proposed activity will have "no effect" on listed species (or species proposed for listing or designated critical habitat (or critical habitat proposed for such designation), or until ESA section 7 consultation or conference has been completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(d) As a result of formal or informal consultation or conference with the FWS or NMFS the district engineer may add species-specific permit conditions to the NWPs.

(e) Authorization of an activity by an NWP does not authorize the "take" of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with "incidental take" provisions, etc.) from the FWS or the NMFS, the Endangered Species Act prohibits any person subject to the jurisdiction of the United States to take a listed species, where "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The word "harm" in the definition of "take" means an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.

(f) If the non-federal permittee has a valid ESA section 10(a)(1)(B) incidental take permit with an approved Habitat Conservation Plan for a project or a group of projects that includes the proposed NWP activity, the non-federal applicant should provide a copy of that ESA section 10(a)(1)(B) permit with the PCN required by paragraph (c) of this general condition. The district engineer will coordinate with the agency that issued the ESA section 10(a)(1)(B) permit to determine whether the proposed NWP activity and the associated incidental take were considered in the internal ESA section 7 consultation conducted for the ESA section 10(a)(1)(B) permit. If that coordination results in concurrence from the agency that the proposed NWP activity and the associated incidental take were considered in the internal ESA section 7 consultation for the ESA section 10(a)(1)(B) permit, the district

engineer does not need to conduct a separate ESA section 7 consultation for the proposed NWP activity. The district engineer will notify the non-federal applicant within 45 days of receipt of a complete pre-construction notification whether the ESA section 10(a)(1)(B) permit covers the proposed NWP activity or whether additional ESA section 7 consultation is required.

(g) Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the FWS and NMFS or their world wide web pages at http://www.fws.gov/ or http://www.fws.gov/ipac and http://www.nmfs.noaa.gov/pr/species/esa/ respectively.

19. Migratory Birds and Bald and Golden Eagles. The permittee is responsible for ensuring that an action authorized by an NWP complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the appropriate local office of the U.S. Fish and Wildlife Service to determine what measures, if any, are necessary or appropriate to reduce adverse effects to migratory birds or eagles, including whether "incidental take" permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

20. Historic Properties. (a) No activity is authorized under any NWP which may have the potential to cause effects to properties listed, or eligible for listing, in the National Register of Historic Places until the requirements of Section 106 of the National Historic Preservation Act (NHPA) have been satisfied.

(b) Federal permittees should follow their own procedures for complying with the requirements of section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)(1)). If pre-construction notification is required for the proposed NWP activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation is not submitted, then additional consultation under section 106 may be necessary. The respective federal agency is responsible for fulfilling its obligation to comply with section 106.

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if the NWP activity might have the potential to cause effects to any historic properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties. For such activities, the pre-construction notification must state which historic properties might have the potential to be affected by the proposed NWP activity or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties. Assistance regarding information on the location of, or potential for, the presence of historic properties can be sought from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or designated tribal representative, as appropriate, and the National Register of Historic Places (see 33 CFR 330.4(g)). When reviewing pre-construction notifications, district engineers will comply with the current procedures for addressing the requirements of section 106 of the National Historic Preservation Act. The district engineer shall make a reasonable and good faith effort to carry out appropriate identification efforts commensurate with potential impacts, which may include background research, consultation, oral history interviews, sample field investigation, and/or field survey. Based on the information submitted in the PCN and these identification efforts, the district engineer shall determine whether the proposed NWP activity has the potential to cause effects on the historic properties. Section 106 consultation is not required when the district engineer determines that the activity does not have the potential to cause effects on historic properties (see 36 CFR 800.3(a)). Section 106 consultation is required when the district engineer determines that the activity has the potential to cause effects on historic properties. The district engineer will conduct consultation with consulting parties identified under 36 CFR 800.2(c) when he or she makes any of the following effect determinations for the purposes of section 106 of the NHPA: no historic properties affected, no adverse effect, or adverse effect.

(d) Where the non-Federal applicant has identified historic properties on which the proposed NWP activity might have the potential to cause effects and has so notified the Corps, the non-Federal applicant shall not begin the activity until notified by the district engineer either that the activity has no potential to cause effects to historic properties or that NHPA section 106 consultation has been completed. For non-federal permittees, the district engineer will notify the prospective permittee within 45 days of receipt of a complete pre-construction notification whether NHPA section 106 consultation is required. If NHPA section 106 consultation is required, the district engineer will notify the non-Federal applicant that he or she cannot begin the activity until section 106 consultation is completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(e) Prospective permittees should be aware that section 110k of the NHPA (54 U.S.C. 306113) prevents the Corps from granting a permit or other assistance to an applicant who, with intent to avoid the requirements of section 106 of the NHPA, has intentionally significantly adversely affected a historic property to which the permit would relate, or having legal power to prevent it, allowed such significant adverse effect to occur, unless the Corps, after consultation with the Advisory Council on Historic Preservation (ACHP), determines that circumstances justify granting such assistance despite the adverse effect created or permitted by the applicant. If circumstances justify granting the assistance, the Corps is required to notify the ACHP and provide documentation specifying the circumstances, the degree of damage to the integrity of any historic properties affected, and proposed mitigation. This documentation must

include any views obtained from the applicant, SHPO/THPO, appropriate Indian tribes if the undertaking occurs on or affects historic properties on tribal lands or affects properties of interest to those tribes, and other parties known to have a legitimate interest in the impacts to the permitted activity on historic properties.

21. Discovery of Previously Unknown Remains and Artifacts. Permittees that discover any previously unknown historic, cultural or archeological remains and artifacts while accomplishing the activity authorized by an NWP, they must immediately notify the district engineer of what they have found, and to the maximum extent practicable, avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal, and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

22. Designated Critical Resource Waters. Critical resource waters include, NOAA-managed marine sanctuaries and marine monuments, and National Estuarine Research Reserves. The district engineer may designate, after notice and opportunity for public comment, additional waters officially designated by a state as having particular environmental or ecological significance, such as outstanding national resource waters or state natural heritage sites. The district engineer may also designate additional critical resource waters after notice and opportunity for public comment.

(a) Discharges of dredged or fill material into waters of the United States are not authorized by NWPs 7, 12, 14, 16, 17, 21, 29, 31, 35, 39, 40, 42, 43, 44, 49, 50, 51, 52, 57 and 58 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters.

(b) For NWPs 3, 8, 10, 13, 15, 18, 19, 22, 23, 25, 27, 28, 30, 33, 34, 36, 37, 38, and 54, notification is required in accordance with general condition 32, for any activity proposed by permittees in the designated critical resource waters including wetlands adjacent to those waters. The district engineer may authorize activities under these NWPs only after she or he determines that the impacts to the critical resource waters will be no more than minimal.

23. Mitigation. The district engineer will consider the following factors when determining appropriate and practicable mitigation necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal:

(a) The activity must be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the United States to the maximum extent practicable at the project site (i.e., on site).

(b) Mitigation in all its forms (avoiding, minimizing, rectifying, reducing, or compensating for resource losses) will be required to the extent necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal.

(c) Compensatory mitigation at a minimum one-for-one ratio will be required for all wetland losses that exceed 1/10-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. For wetland losses of 1/10-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects.

(d) Compensatory mitigation at a minimum one-for-one ratio will be required for all losses of stream bed that exceed 3/100-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. This compensatory mitigation requirement may be satisfied through the restoration or enhancement of riparian areas next to streams in accordance with paragraph (e) of this general condition. For losses of stream bed of 3/100-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects. Compensatory mitigation for losses of streams should be provided, if practicable, through stream rehabilitation, enhancement, or preservation, since streams are difficult-to-replace resources (see 33 CFR 332.3(e)(3)).

(e) Compensatory mitigation plans for NWP activities in or near streams or other open waters will normally include a requirement for the restoration or enhancement, maintenance, and legal protection (e.g., conservation easements) of riparian areas next to open waters. In some cases, the restoration or maintenance/protection of riparian areas may be the only compensatory mitigation required. If restoring riparian areas involves planting vegetation, only native species should be planted. The width of the required riparian area will address documented water quality or aquatic habitat loss concerns. Normally, the riparian area will be 25 to 50 feet wide on each side of the stream, but the district engineer may require slightly wider riparian areas to address documented water quality or habitat loss concerns. If it is not possible to restore or maintain/protect a riparian area on both sides of a stream, or if the waterbody is a lake or coastal waters, then restoring or maintaining/protecting a riparian area along a single bank or shoreline may be sufficient. Where both wetlands and open waters exist on the project site, the district engineer will determine the appropriate compensatory mitigation (e.g., riparian areas and/or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. In cases where riparian areas are determined to be the most appropriate form of minimization or compensatory mitigation, the district

engineer may waive or reduce the requirement to provide wetland compensatory mitigation for wetland losses.

(f) Compensatory mitigation projects provided to offset losses of aquatic resources must comply with the applicable provisions of 33 CFR part 332.

(1) The prospective permittee is responsible for proposing an appropriate compensatory mitigation option if compensatory mitigation is necessary to ensure that the activity results in no more than minimal adverse environmental effects. For the NWPs, the preferred mechanism for providing compensatory mitigation is mitigation bank credits or in-lieu fee program credits (see 33 CFR 332.3(b)(2) and (3)). However, if an appropriate number and type of mitigation bank or in-lieu credits are not available at the time the PCN is submitted to the district engineer, the district engineer may approve the use of permittee-responsible mitigation.

(2) The amount of compensatory mitigation required by the district engineer must be sufficient to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see 33 CFR 330.1(e)(3)). (See also 33 CFR 332.3(f).)

(3) Since the likelihood of success is greater and the impacts to potentially valuable uplands are reduced, aquatic resource restoration should be the first compensatory mitigation option considered for permittee-responsible mitigation.

(4) If permittee-responsible mitigation is the proposed option, the prospective permittee is responsible for submitting a mitigation plan. A conceptual or detailed mitigation plan may be used by the district engineer to make the decision on the NWP verification request, but a final mitigation plan that addresses the applicable requirements of 33 CFR 332.4(c)(2) through (14) must be approved by the district engineer before the permittee begins work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation (see 33 CFR 332.3(k)(3)). If permittee-responsible mitigation is the proposed option, and the proposed compensatory mitigation site is located on land in which another federal agency holds an easement, the district engineer will coordinate with that federal agency to determine if proposed compensatory mitigation project is compatible with the terms of the easement.

(5) If mitigation bank or in-lieu fee program credits are the proposed option, the mitigation plan needs to address only the baseline conditions at the impact site and the number of credits to be provided (see 33 CFR 332.4(c)(1)(ii)).

(6) Compensatory mitigation requirements (e.g., resource type and amount to be provided as compensatory mitigation, site protection, ecological performance standards, monitoring requirements) may be addressed through conditions added to the NWP authorization, instead of components of a compensatory mitigation plan (see 33 CFR 332.4(c)(1)(ii)).

(g) Compensatory mitigation will not be used to increase the acreage losses allowed by the acreage limits of the NWPs. For example, if an NWP has an acreage limit of 1/2-acre, it cannot be used to authorize any NWP activity resulting in the loss of greater than 1/2-acre of waters of the United States, even if compensatory mitigation is provided that replaces or restores some of the lost waters. However, compensatory mitigation can and should be used, as necessary, to ensure that an NWP activity already meeting the established acreage limits also satisfies the no more than minimal impact requirement for the NWPs.

(h) Permittees may propose the use of mitigation banks, in-lieu fee programs, or permittee-responsible mitigation. When developing a compensatory mitigation proposal, the permittee must consider appropriate and practicable options consistent with the framework at 33 CFR 332.3(b). For activities resulting in the loss of marine or estuarine resources, permittee-responsible mitigation may be environmentally preferable if there are no mitigation banks or in-lieu fee programs in the area that have marine or estuarine credits available for sale or transfer to the permittee. For permittee-responsible mitigation, the special conditions of the NWP verification must clearly indicate the party or parties responsible for the implementation and performance of the compensatory mitigation project, and, if required, its long-term management.

(i) Where certain functions and services of waters of the United States are permanently adversely affected by a regulated activity, such as discharges of dredged or fill material into waters of the United States that will convert a forested or scrub-shrub wetland to a herbaceous wetland in a permanently maintained utility line right-of-way, mitigation may be required to reduce the adverse environmental effects of the activity to the no more than minimal level.

24. Safety of Impoundment Structures. To ensure that all impoundment structures are safely designed, the district engineer may require non-Federal applicants to demonstrate that the structures comply with established state or federal, dam safety criteria or have been designed by qualified persons. The district engineer may also require documentation that the design has been independently reviewed by similarly qualified persons, and appropriate modifications made to ensure safety.

25. Water Quality. (a) Where the certifying authority (state, authorized tribe, or EPA, as appropriate) has not previously certified compliance of an NWP with CWA section 401, a CWA section 401 water quality certification for the proposed discharge must be obtained or waived (see 33 CFR 330.4(c)). If the permittee cannot comply with all of the conditions of a water quality certification previously issued by certifying authority for the issuance of the NWP, then the permittee must obtain a water quality certification or waiver for the proposed discharge in order for the activity to be authorized by an NWP.

(b) If the NWP activity requires pre-construction notification and the certifying authority has not previously certified compliance of an NWP with CWA section 401, the proposed discharge is not

authorized by an NWP until water quality certification is obtained or waived. If the certifying authority issues a water quality certification for the proposed discharge, the permittee must submit a copy of the certification to the district engineer. The discharge is not authorized by an NWP until the district engineer has notified the permittee that the water quality certification requirement has been satisfied by the issuance of a water quality certification or a waiver.

(c) The district engineer or certifying authority may require additional water quality management measures to ensure that the authorized activity does not result in more than minimal degradation of water quality.

26. Coastal Zone Management. In coastal states where an NWP has not previously received a state coastal zone management consistency concurrence, an individual state coastal zone management consistency concurrence must be obtained, or a presumption of concurrence must occur (see 33 CFR 330.4(d)). If the permittee cannot comply with all of the conditions of a coastal zone management consistency concurrence previously issued by the state, then the permittee must obtain an individual coastal zone management consistency concurrence or presumption of concurrence in order for the activity to be authorized by an NWP. The district engineer or a state may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

27. Regional and Case-By-Case Conditions. The activity must comply with any regional conditions that may have been added by the Division Engineer (see 33 CFR 330.4(e)) and with any case specific conditions added by the Corps or by the state, Indian Tribe, or U.S. EPA in its CWA section 401 Water Quality Certification, or by the state in its Coastal Zone Management Act consistency determination.

28. Use of Multiple Nationwide Permits. The use of more than one NWP for a single and complete project is authorized, subject to the following restrictions:

(a) If only one of the NWPs used to authorize the single and complete project has a specified acreage limit, the acreage loss of waters of the United States cannot exceed the acreage limit of the NWP with the highest specified acreage limit. For example, if a road crossing over tidal waters is constructed under NWP 14, with associated bank stabilization authorized by NWP 13, the maximum acreage loss of waters of the United States for the total project cannot exceed 1/3-acre.

(b) If one or more of the NWPs used to authorize the single and complete project has specified acreage limits, the acreage loss of waters of the United States authorized by those NWPs cannot exceed their respective specified acreage limits. For example, if a commercial development is constructed under NWP 39, and the single and complete project includes the filling of an upland ditch authorized by NWP 46, the maximum acreage loss of waters of the United States for the commercial development under NWP 39 cannot exceed 1/2-acre, and the total acreage loss of waters of United States due to the NWP 39 and 46 activities cannot exceed 1 acre.

29. Transfer of Nationwide Permit Verifications. If the permittee sells the property associated with a nationwide permit verification, the permittee may transfer the nationwide permit verification to the new owner by submitting a letter to the appropriate Corps district office to validate the transfer. A copy of the nationwide permit verification must be attached to the letter, and the letter must contain the following statement and signature:

"When the structures or work authorized by this nationwide permit are still in existence at the time the property is transferred, the terms and conditions of this nationwide permit, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this nationwide permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below."

_____
_____
(Transferee)

_____
_____
(Date)

30. Compliance Certification. Each permittee who receives an NWP verification letter from the Corps must provide a signed certification documenting completion of the authorized activity and implementation of any required compensatory mitigation. The success of any required permittee-responsible mitigation, including the achievement of ecological performance standards, will be addressed separately by the district engineer. The Corps will provide the permittee the certification document with the NWP verification letter. The certification document will include:

(a) A statement that the authorized activity was done in accordance with the NWP authorization, including any general, regional, or activity-specific conditions;

(b) A statement that the implementation of any required compensatory mitigation was completed in accordance with the permit conditions. If credits from a mitigation bank or in-lieu fee program are used to satisfy the compensatory mitigation requirements, the certification must include the documentation required by 33 CFR 332.3(l)(3) to confirm that the permittee secured the appropriate number and resource type of credits; and

(c) The signature of the permittee certifying the completion of the activity and mitigation.

The completed certification document must be submitted to the district engineer within 30 days of completion of the authorized activity or the implementation of any required compensatory mitigation, whichever occurs later.

31. Activities Affecting Structures or Works Built by the United States. If an

NWP activity also requires review by, or permission from, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers (USACE) federally authorized Civil Works project (a "USACE project"), the prospective permittee must submit a pre-construction notification. See paragraph (b)(10) of general condition 32. An activity that requires section 408 permission and/or review is not authorized by an NWP until the appropriate Corps office issues the section 408 permission or completes its review to alter, occupy, or use the USACE project, and the district engineer issues a written NWP verification.

32. Pre-Construction Notification. (a) *Timing*. Where required by the terms of the NWP, the prospective permittee must notify the district engineer by submitting a pre-construction notification (PCN) as early as possible. The district engineer must determine if the PCN is complete within 30 calendar days of the date of receipt and, if the PCN is determined to be incomplete, notify the prospective permittee within that 30 day period to request the additional information necessary to make the PCN complete. The request must specify the information needed to make the PCN complete. As a general rule, district engineers will request additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the district engineer will notify the prospective permittee that the PCN is still incomplete and the PCN review process will not commence until all of the requested information has been received by the district engineer. The prospective permittee shall not begin the activity until either:

(1) He or she is notified in writing by the district engineer that the activity may proceed under the NWP with any special conditions imposed by the district or division engineer; or

(2) 45 calendar days have passed from the district engineer's receipt of the complete PCN and the prospective permittee has not received written notice from the district or division engineer. However, if the permittee was required to notify the Corps pursuant to general condition 18 that listed species or critical habitat might be affected or are in the vicinity of the activity, or to notify the Corps pursuant to general condition 20 that the activity might have the potential to cause effects to historic properties, the permittee cannot begin the activity until receiving written notification from the Corps that there is "no effect" on listed species or "no potential to cause effects" on historic properties, or that any consultation required under Section 7 of the Endangered Species Act (see 33 CFR 330.4(f)) and/or section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)) has been completed. If the proposed activity requires a written waiver to exceed specified limits of an NWP, the permittee may not begin the activity until the district engineer issues the waiver. If the district or division engineer notifies the permittee in writing that an individual permit is required within 45 calendar days of receipt of a complete PCN, the permittee cannot begin the activity until an individual permit has been obtained. Subsequently, the permittee's right to proceed under the NWP may be modified, suspended, or revoked only in accordance with the procedure set forth in 33 CFR 330.5(d)(2).

(b) *Contents of Pre-Construction Notification*: The PCN must be in writing and include the following information:

(1) Name, address and telephone numbers of the prospective permittee;

(2) Location of the proposed activity;

(3) Identify the specific NWP or NWP(s) the prospective permittee wants to use to authorize the proposed activity;

(4) (i) A description of the proposed activity; the activity's purpose; direct and indirect adverse environmental effects the activity would cause, including the anticipated amount of loss of wetlands, other special aquatic sites, and other waters expected to result from the NWP activity, in acres, linear feet, or other appropriate unit of measure; a description of any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed activity; and any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings for linear projects that require Department of the Army authorization but do not require pre-construction notification. The description of the proposed activity and any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or other mitigation measures.

(ii) For linear projects where one or more single and complete crossings require pre-construction notification, the PCN must include the quantity of anticipated losses of wetlands, other special aquatic sites, and other waters for each single and complete crossing of those wetlands, other special aquatic sites, and other waters (including those single and complete crossings authorized by an NWP but do not require PCNs). This information will be used by the district engineer to evaluate the cumulative adverse environmental effects of the proposed linear project, and does not change those non-PCN NWP activities into NWP PCNs.

(iii) Sketches should be provided when necessary to show that the activity complies with the terms of the NWP. (Sketches usually clarify the activity and when provided results in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed activity (e.g., a conceptual plan), but do not need to be detailed engineering plans);

(5) The PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial and intermittent streams, on the project site. Wetland delineations must be prepared in accordance with the current method required by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many

wetlands, other special aquatic sites, and other waters. Furthermore, the 45-day period will not start until the delineation has been submitted to or completed by the Corps, as appropriate;

(6) If the proposed activity will result in the loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed and a PCN is required, the prospective permittee must submit a statement describing how the mitigation requirement will be satisfied, or explaining why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required. As an alternative, the prospective permittee may submit a conceptual or detailed mitigation plan.

(7) For non-federal permittees, if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat (or critical habitat proposed for such designation), the PCN must include the name(s) of those endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with the Endangered Species Act;

(8) For non-federal permittees, if the NWP activity might have the potential to cause effects to a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the National Register of Historic Places, the PCN must state which historic property might have the potential to be affected by the proposed activity or include a vicinity map indicating the location of the historic property. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with section 106 of the National Historic Preservation Act;

(9) For an activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, the PCN must identify the Wild and Scenic River or the "study river" (see general condition 16); and

(10) For an NWP activity that requires permission from, or review by, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, the pre-construction notification must include a statement confirming that the project proponent has submitted a written request for section 408 permission from, or review by, the Corps office having jurisdiction over that USACE project.

(c) *Form of Pre-Construction Notification*: The nationwide permit pre-construction notification form (Form ENG 6082) should be used for NWP PCNs. A letter containing the required information may also be used. Applicants may provide electronic files of PCNs and supporting materials if the district engineer has established tools and procedures for electronic submittals.

(d) *Agency Coordination*: (1) The district engineer will consider any comments from Federal and state agencies concerning the proposed activity's compliance with the terms and conditions of the NWPs and the need for mitigation to reduce the activity's adverse environmental effects so that they are no more than minimal.

(2) Agency coordination is required for: (i) all NWP activities that require pre-construction notification and result in the loss of greater than 1/2-acre of waters of the United States; (ii) NWP 13 activities in excess of 500 linear feet, fills greater than one cubic yard per running foot, or involve discharges of dredged or fill material into special aquatic sites; and (iii) NWP 54 activities in excess of 500 linear feet, or that extend into the waterbody more than 30 feet from the mean low water line in tidal waters or the ordinary high water mark in the Great Lakes.

(3) When agency coordination is required, the district engineer will immediately provide (e.g., via e-mail, facsimile transmission, overnight mail, or other expeditious manner) a copy of the complete PCN to the appropriate Federal or state offices (FWS, state natural resource or water quality agency, EPA, and, if appropriate, the NMFS). With the exception of NWP 37, these agencies will have 10 calendar days from the date the material is transmitted to notify the district engineer via telephone, facsimile transmission, or e-mail that they intend to provide substantive, site-specific comments. The comments must explain why the agency believes the adverse environmental effects will be more than minimal. If so contacted by an agency, the district engineer will wait an additional 15 calendar days before making a decision on the pre-construction notification. The district engineer will fully consider agency comments received within the specified time frame concerning the proposed activity's compliance with the terms and conditions of the NWPs, including the need for mitigation to ensure that the net adverse environmental effects of the proposed activity are no more than minimal. The district engineer will provide no response to the resource agency, except as provided below. The district engineer will indicate in the administrative record associated with each pre-construction notification that the resource agencies' concerns were considered. For NWP 37, the emergency watershed protection and rehabilitation activity may proceed immediately in cases where there is an unacceptable hazard to life or a significant loss of property or economic hardship will occur. The district engineer will consider any comments received to decide whether the NWP 37 authorization should be modified, suspended, or revoked in accordance with the procedures at 33 CFR 330.5.

(4) In cases of where the prospective permittee is not a Federal agency, the district engineer will provide a response to NMFS within 30 calendar days of receipt of any Essential Fish Habitat conservation recommendations, as required by section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act.

(5) Applicants are encouraged to provide the Corps with either electronic files or multiple copies of pre-construction notifications to expedite agency coordination.

D. District Engineer's Decision

1. In reviewing the PCN for the proposed activity, the district engineer will determine whether the activity authorized by the NWP will result in more than minimal individual or cumulative adverse environmental effects or may be contrary to the public interest. If a project proponent requests authorization by a specific NWP, the district engineer should issue the NWP verification for that activity if it meets the terms and conditions of that NWP, unless he or she determines, after considering mitigation, that the proposed activity will result in more than minimal individual and cumulative adverse effects on the aquatic environment and other aspects of the public interest and exercises discretionary authority to require an individual permit for the proposed activity. For a linear project, this determination will include an evaluation of the single and complete crossings of waters of the United States that require PCNs to determine whether they individually satisfy the terms and conditions of the NWP(s), as well as the cumulative effects caused by all of the crossings of waters of the United States authorized by an NWP. If an applicant requests a waiver of an applicable limit, as provided for in NWPs 13, 36, or 54, the district engineer will only grant the waiver upon a written determination that the NWP activity will result in only minimal individual and cumulative adverse environmental effects.

2. When making minimal adverse environmental effects determinations the district engineer will consider the direct and indirect effects caused by the NWP activity. He or she will also consider the cumulative adverse environmental effects caused by activities authorized by an NWP and whether those cumulative adverse environmental effects are no more than minimal. The district engineer will also consider site specific factors, such as the environmental setting in the vicinity of the NWP activity, the type of resource that will be affected by the NWP activity, the functions provided by the aquatic resources that will be affected by the NWP activity, the degree or magnitude to which the aquatic resources perform those functions, the extent that aquatic resource functions will be lost as a result of the NWP activity (e.g., partial or complete loss), the duration of the adverse effects (temporary or permanent), the importance of the aquatic resource functions to the region (e.g., watershed or ecoregion), and mitigation required by the district engineer. If an appropriate functional or condition assessment method is available and practicable to use, that assessment method may be used by the district engineer to assist in the minimal adverse environmental effects determination. The district engineer may add case-specific special conditions to the NWP authorization to address site-specific environmental concerns.

3. If the proposed activity requires a PCN and will result in a loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed, the prospective permittee should submit a mitigation proposal with the PCN. Applicants may also propose compensatory mitigation for NWP activities with smaller impacts, or for impacts to other types of waters. The district engineer will consider any proposed compensatory mitigation or other mitigation measures the applicant has included in the proposal in determining whether the net adverse environmental effects of the proposed activity are no more than minimal. The compensatory mitigation proposal may be either conceptual or detailed. If the district engineer determines that the activity complies with the terms and conditions of the NWP and that the adverse environmental effects are no more than minimal, after considering mitigation, the district engineer will notify the permittee and include any activity-specific conditions in the NWP verification the district engineer deems necessary. Conditions for compensatory mitigation requirements must comply with the appropriate provisions at 33 CFR 332.3(k). The district engineer must approve the final mitigation plan before the permittee commences work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation. If the prospective permittee elects to submit a compensatory mitigation plan with the PCN, the district engineer will expeditiously review the proposed compensatory mitigation plan. The district engineer must review the proposed compensatory mitigation plan within 45 calendar days of receiving a complete PCN and determine whether the proposed mitigation would ensure that the NWP activity results in no more than minimal adverse environmental effects. If the net adverse environmental effects of the NWP activity (after consideration of the mitigation proposal) are determined by the district engineer to be no more than minimal, the district engineer will provide a timely written response to the applicant. The response will state that the NWP activity can proceed under the terms and conditions of the NWP, including any activity-specific conditions added to the NWP authorization by the district engineer.

4. If the district engineer determines that the adverse environmental effects of the proposed activity are more than minimal, then the district engineer will notify the applicant either: (a) that the activity does not qualify for authorization under the NWP and instruct the applicant on the procedures to seek authorization under an individual permit; (b) that the activity is authorized under the NWP subject to the applicant's submission of a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal; or (c) that the activity is authorized under the NWP with specific modifications or conditions. Where the district engineer determines that mitigation is required to ensure no more than minimal adverse environmental effects, the activity will be authorized within the 45-day PCN period (unless additional time is required to comply with general conditions 18, 20, and/or 31), with activity-specific conditions that state the mitigation requirements. The authorization will include the necessary conceptual or detailed mitigation plan or a requirement that the applicant submit a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal. When compensatory mitigation is required, no

work in waters of the United States may occur until the district engineer has approved a specific mitigation plan or has determined that prior approval of a final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation.

E. Further Information

1. District engineers have authority to determine if an activity complies with the terms and conditions of an NWP.

2. NWPs do not obviate the need to obtain other federal, state, or local permits, approvals, or authorizations required by law.

3. NWPs do not grant any property rights or exclusive privileges.

4. NWPs do not authorize any injury to the property or rights of others.

5. NWPs do not authorize interference with any existing or proposed Federal project (see general condition 31).

F. Nationwide Permit Definitions

Best management practices (BMPs): Policies, practices, procedures, or structures implemented to mitigate the adverse environmental effects on surface water quality resulting from development. BMPs are categorized as structural or non-structural.

Compensatory mitigation: The restoration (re-establishment or rehabilitation), establishment (creation), enhancement, and/or in certain circumstances preservation of aquatic resources for the purposes of offsetting unavoidable adverse impacts which remain after all appropriate and practicable avoidance and minimization has been achieved.

Currently serviceable: Useable as is or with some maintenance, but not so degraded as to essentially require reconstruction.

Direct effects: Effects that are caused by the activity and occur at the same time and place.

Discharge: The term "discharge" means any discharge of dredged or fill material into waters of the United States.

Ecological reference: A model used to plan and design an aquatic habitat and riparian area restoration, enhancement, or establishment activity under NWP 27. An ecological reference may be based on the structure, functions, and dynamics of an aquatic habitat type or a riparian area type that currently exists in the region where the proposed NWP 27 activity is located. Alternatively, an ecological reference may be based on a conceptual model for the aquatic habitat type or riparian area type to be restored, enhanced, or established as a result of the proposed NWP 27 activity. An ecological reference takes into account the range of variation of the aquatic habitat type or riparian area type in the region.

Enhancement: The manipulation of the physical, chemical, or biological characteristics of an aquatic resource to heighten, intensify, or improve a specific aquatic resource function(s). Enhancement results in the gain of selected aquatic resource function(s), but may also lead to a decline in other aquatic resource function(s). Enhancement does not result in a gain in aquatic resource area.

Establishment (creation): The manipulation of the physical, chemical, or biological characteristics present to develop an aquatic resource that did not previously exist at an upland site. Establishment results in a gain in aquatic resource area.

High Tide Line: The line of intersection of the land with the water's surface at the maximum height reached by a rising tide. The high tide line may be determined, in the absence of actual data, by a line of oil or scum along shore objects, a more or less continuous deposit of fine shell or debris on the foreshore or berm, other physical markings or characteristics, vegetation lines, tidal gages, or other suitable means that delineate the general height reached by a rising tide. The line encompasses spring high tides and other high tides that occur with periodic frequency but does not include storm surges in which there is a departure from the normal or predicted reach of the tide due to the piling up of water against a coast by strong winds such as those accompanying a hurricane or other intense storm.

Historic Property: Any prehistoric or historic district, site (including archaeological site), building, structure, or other object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (36 CFR part 60).

Independent utility: A test to determine what constitutes a single and complete non-linear project in the Corps Regulatory Program. A project is considered to have independent utility if it would be constructed absent the construction of other projects in the project area. Portions of a multi-phase project that depend upon other phases of the project do not have independent utility. Phases of a project that would be constructed even if the other phases were not built can be considered as separate single and complete projects with independent utility.

Indirect effects: Effects that are caused by the activity and are later in time or farther removed in distance, but are still reasonably foreseeable.

Loss of waters of the United States: Waters of the United States that are permanently adversely affected by filling, flooding, excavation, or drainage because of the regulated activity. The loss of stream bed includes the acres of stream bed that are permanently adversely affected by filling or excavation because of the regulated activity. Permanent adverse effects include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a waterbody, or change the use of a waterbody. The acreage of loss of waters of the United States is a threshold measurement of the impact to jurisdictional waters or wetlands for determining whether a project may qualify for an NWP; it is not

a net threshold that is calculated after considering compensatory mitigation that may be used to offset losses of aquatic functions and services. Waters of the United States temporarily filled, flooded, excavated, or drained, but restored to pre-construction contours and elevations after construction, are not included in the measurement of loss of waters of the United States. Impacts resulting from activities that do not require Department of the Army authorization, such as activities eligible for exemptions under section 404(f) of the Clean Water Act, are not considered when calculating the loss of waters of the United States.

Navigable waters: Waters subject to section 10 of the Rivers and Harbors Act of 1899. These waters are defined at 33 CFR part 329.

Non-tidal wetland: A non-tidal wetland is a wetland that is not subject to the ebb and flow of tidal waters. Non-tidal wetlands contiguous to tidal waters are located landward of the high tide line (i.e., spring high tide line).

Open water: For purposes of the NWPs, an open water is any area that in a year with normal patterns of precipitation has water flowing or standing above ground to the extent that an ordinary high water mark can be determined. Aquatic vegetation within the area of flowing or standing water is either non-emergent, sparse, or absent. Vegetated shallows are considered to be open waters. Examples of "open waters" include rivers, streams, lakes, and ponds.

Ordinary High Water Mark: The term ordinary high water mark means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

Perennial stream: A perennial stream has surface water flowing continuously year-round during a typical year.

Practicable: Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

Pre-construction notification: A request submitted by the project proponent to the Corps for confirmation that a particular activity is authorized by nationwide permit. The request may be a permit application, letter, or similar document that includes information about the proposed work and its anticipated environmental effects. Pre-construction notification may be required by the terms and conditions of a nationwide permit, or by regional conditions. A pre-construction notification may be voluntarily submitted in cases where pre-construction notification is not required and the project proponent wants confirmation that the activity is authorized by nationwide permit.

Preservation: The removal of a threat to, or preventing the decline of, aquatic resources by an action in or near those aquatic resources. This term includes activities commonly associated with the protection and maintenance of aquatic resources through the implementation of appropriate legal and physical mechanisms. Preservation does not result in a gain of aquatic resource area or functions.

Re-establishment: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former aquatic resource. Re-establishment results in rebuilding a former aquatic resource and results in a gain in aquatic resource area and functions.

Rehabilitation: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions to a degraded aquatic resource. Rehabilitation results in a gain in aquatic resource function, but does not result in a gain in aquatic resource area.

Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: re-establishment and rehabilitation.

Riffle and pool complex: Riffle and pool complexes are special aquatic sites under the 404(b)(1) Guidelines. Riffle and pool complexes sometimes characterize steep gradient sections of streams. Such stream sections are recognizable by their hydraulic characteristics. The rapid movement of water over a course substrate in riffles results in a rough flow, a turbulent surface, and high dissolved oxygen levels in the water. Pools are deeper areas associated with riffles. A slower stream velocity, a streaming flow, a smooth surface, and a finer substrate characterize pools.

Riparian areas: Riparian areas are lands next to streams, lakes, and estuarine-marine shorelines. Riparian areas are transitional between terrestrial and aquatic ecosystems, through which surface and subsurface hydrology connects riverine, lacustrine, estuarine, and marine waters with their adjacent wetlands, non-wetland waters, or uplands. Riparian areas provide a variety of ecological functions and services and help improve or maintain local water quality. (See general condition 23.)

Shellfish seeding: The placement of shellfish seed and/or suitable substrate to increase shellfish production. Shellfish seed consists of immature individual shellfish or individual shellfish attached to shells or shell fragments (i.e., spat on shell). Suitable substrate may consist of shellfish shells, shell fragments, or other appropriate materials placed into waters for shellfish habitat.

Single and complete linear project: A linear project is a project constructed for the purpose of getting people, goods, or services from a point of origin to a terminal point, which often involves multiple crossings of one or more waterbodies at separate and distant locations. The term "single and complete project" is defined as that portion of the total linear project proposed or accomplished by one owner/developer or partnership or other association of owners/developers that includes all crossings of a single water of

the United States (i.e., a single waterbody) at a specific location. For linear projects crossing a single or multiple waterbodies several times at separate and distant locations, each crossing is considered a single and complete project for purposes of NWP authorization. However, individual channels in a braided stream or river, or individual arms of a large, irregularly shaped wetland or lake, etc., are not separate waterbodies, and crossings of such features cannot be considered separately.

Single and complete non-linear project: For non-linear projects, the term "single and complete project" is defined at 33 CFR 330.2(i) as the total project proposed or accomplished by one owner/developer or partnership or other association of owners/developers. A single and complete non-linear project must have independent utility (see definition of "independent utility"). Single and complete non-linear projects may not be "piecemealed" to avoid the limits in an NWP authorization.

Stormwater management: Stormwater management is the mechanism for controlling stormwater runoff for the purposes of reducing downstream erosion, water quality degradation, and flooding and mitigating the adverse effects of changes in land use on the aquatic environment.

Stormwater management facilities: Stormwater management facilities are those facilities, including but not limited to, stormwater retention and detention ponds and best management practices, which retain water for a period of time to control runoff and/or improve the quality (i.e., by reducing the concentration of nutrients, sediments, hazardous substances and other pollutants) of stormwater runoff.

Stream bed: The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock or inorganic particles that range in size from clay to boulders. Wetlands contiguous to the stream bed, but outside of the ordinary high water marks, are not considered part of the stream bed.

Stream channelization: The manipulation of a stream's course, condition, capacity, or location that causes more than minimal interruption of normal stream processes. A channelized jurisdictional stream remains a water of the United States.

Structure: An object that is arranged in a definite pattern of organization. Examples of structures include, without limitation, any pier, boat dock, boat ramp, wharf, dolphin, weir, boom, breakwater, bulkhead, revetment, riprap, jetty, artificial island, artificial reef, permanent mooring structure, power transmission line, permanently moored floating vessel, piling, aid to navigation, or any other manmade obstacle or obstruction.

Tidal wetland: A tidal wetland is a jurisdictional wetland that is inundated by tidal waters. Tidal waters rise and fall in a predictable and measurable rhythm or cycle due to the gravitational pulls of the moon and sun. Tidal waters end where the rise and fall of the water surface can no longer be practically measured in a predictable rhythm due to masking by other waters, wind, or other effects. Tidal wetlands are located channelward of the high tide line.

Tribal lands: Any lands title to which is either: 1) held in trust by the United States for the benefit of any Indian tribe or individual; or 2) held by any Indian tribe or individual subject to restrictions by the United States against alienation.

Tribal rights: Those rights legally accruing to a tribe or tribes by virtue of inherent sovereign authority, unextinguished aboriginal title, treaty, statute, judicial decisions, executive order or agreement, and that give rise to legally enforceable remedies.

Vegetated shallows: Vegetated shallows are special aquatic sites under the 404(b)(1) Guidelines. They are areas that are permanently inundated and under normal circumstances have rooted aquatic vegetation, such as seagrasses in marine and estuarine systems and a variety of vascular rooted plants in freshwater systems.

Waterbody: For purposes of the NWPs, a waterbody is a "water of the United States." If a wetland is adjacent to a waterbody determined to be a water of the United States, that waterbody and any adjacent wetlands are considered together as a single aquatic unit (see 33 CFR 328.4(c)(2)).

2021 KENTUCKY REGIONAL GENERAL CONDITIONS

These regional conditions are in addition to, but do not supersede, the requirements in the Federal Register (See volume 86, date January 13, 2021, pp 2867-2874 for the text of Section C, General Conditions).

Notifications for all Nationwide Permits (NWPs) shall be in accordance with General Condition No. 32.

1. For activities that would result in a loss of Outstanding State or National Resource Waters (OSNRWs), Exceptional Waters (EWs), Coldwater Aquatic Habitat Waters (CAHs) and waters with Designated Critical Habitat (DCH) under the Endangered Species Act for the NWPs listed below, a Pre-Construction Notification (PCN) will be required to the Corps. The Corps will coordinate with the appropriate resource agencies (see attached list) on these NWPs for impacts to these waters.

   NWP 3 (Maintenance)
   NWP 4 (Fish and Wildlife Harvesting, Enhancement, and Attraction Devices and Activities)
   NWP 5 (Scientific Measurement Devices)
   NWP 6 (Survey Activities)
   NWP 12 (Oil or Natural Gas Pipeline Activities)
   NWP 13 (Bank Stabilization)
   NWP 14 (Linear Transportation Projects)
   NWP 15 (U.S. Coast Guard Approved Bridges)
   NWP 16 (Return Water from Upland Contained Disposal Areas)
   NWP 17 (Hydropower Projects)
   NWP 18 (Minor Discharges)
   NWP 19 (Minor Dredging)
   NWP 20 (Response Operations for Oil or Hazardous Substances)
   NWP 22 (Removal of Vessels)
   NWP 23 (Approved Categorical Exclusions)
   NWP 25 (Structural Discharges)
   NWP 30 (Moist Soil Management for Wildlife)
   NWP 32 (Completed Enforcement Actions)
   NWP 33 (Temporary Construction, Access, and Dewatering)
   NWP 36 (Boat Ramps)
   NWP 41 (Reshaping Existing Drainage Ditches)
   NWP 51 (Land-Based Renewable Energy Generation Facilities)
   NWP 57 (Electric Utility Line and Telecommunications Activities)
   NWP 58 (Utility Line Activities for Water and Other Substances)

2. In addition to the notification and agency coordination requirements in the NWPs, for impacts greater than 0.25 acres in all "waters of the U.S." for the NWPs listed below, a PCN will be required to the Corps. The Corps will coordinate with the appropriate resource agencies (see attached list) on these NWPs:

NWP 3 (Maintenance)
NWP 14 (Linear Transportation Projects)

3. Nationwide Permit No. 14 – Linear Transportation Projects.

(a) New road alignments or realignments are limited to a permanent loss of 500 linear feet of intermittent or perennial stream length or the stream bed acreages listed in the table below at each crossing. Road crossings with permanent losses greater than 500 linear feet of intermittent or perennial stream or the stream bed acreages listed in the table below associated with new alignments or realignments will be evaluated as an individual permit (i.e., a Letter of Permission or Standard Permit).

Table of Acreages at Varying Stream Widths for 500 Linear Feet of Impact	
Stream Width (Feet)	Acres of Stream at Varying Widths for 500 Linear Feet of Stream
1	0.011
2	0.023
3	0.034
4	0.046
5	0.057
6	0.069
7	0.080
8	0.092
9	0.103
10	0.115

(b) In addition to the notification requirements contained in NWP 14, the permittee must submit a PCN to the district engineer prior to commencing the activity for the permanent loss of greater than 300 linear feet of stream bed or the stream bed acreages listed in the table below. (See General Condition 32 and the definition of "loss of waters of the United States" in the Nationwide Permits for further information.)

Table of Acreages at Varying Stream Widths for 300 Linear Feet of Impact	
Stream Width (Feet)	Acres of Stream at Varying Widths for 300 Linear Feet of Stream
1	0.007
2	0.014
3	0.021
4	0.028
5	0.034
6	0.041
7	0.048
8	0.055
9	0.062
10	0.069

4. Notification in accordance with General Condition 32 is required to the Corps for all activities located in the following Section 10 waterways, to include the portion of their tributaries below the Ordinary High Water Mark or navigation pool, or otherwise subject to inundation, by the Section 10 waterway:

- Mississippi River
- Ohio River
- Licking River
- Kentucky River
- Salt River
- Green River
- Cumberland River
- Tennessee River
- Big Sandy River (from mouth to Louisa, KY)

5. All applications and requests should be submitted electronically. To submit applications or other requests electronically, all documents should be saved as a PDF document, and then submitted as an attachment in an email to the following email address:

CELRL.Door.To.The.Corps@usace.army.mil

Your email should include the following:
a) Subject Line with the name of the applicant, type of request, and location (County and State). Example: RE: Doe, John, DA Permit Application, Jefferson County, KY
b) Brief description of the request and contact information (phone number, mailing address, and email address) for the applicant and/or their agent.

c) Project Location: Address and Latitude/Longitude in decimal degrees (e.g. 42.927883, -88.362576).

All forms that require signature must be digitally signed or signed manually, scanned and then sent electronically.

Electronic documents must have sufficient resolution to show project details. In order to have the highest quality documents, the original digital documents should be converted to PDF rather than providing scanned copies of original documents.

The electronic application and attached documents must not exceed 10 megabytes (10MB).

6. For all activities, the applicant shall review the U.S. Fish and Wildlife Service's IPaC website: http://ecos.fws.gov/ipac to determine if the activity might affect threatened and/or endangered species or designated critical habitat. If federally-listed species or designated critical habitat are identified, a PCN in accordance with General Condition 18 and 32 would be triggered and the official species list generated from the IPaC website must be submitted with the PCN.

Further information:

Outstanding State or National Resource Water (OSNRWs), Exceptional Waters (EWs), and Coldwater Aquatic Habitat Waters (CAHs) are waters designated by the Commonwealth of Kentucky, Natural Resources and Environmental Protection Cabinet. The list can be found at the following link: http://eppcapp.ky.gov/spwaters/

Designated Critical Habitat (DCH) under the Endangered Species Act is determined within the Commonwealth of Kentucky by the U.S. Fish and Wildlife Service. The current list of Kentucky's Threatened, Endangered, and Federal Candidate Species can be found at the following link: http://www.fws.gov/frankfort/EndangeredSpecies.html

Information on Pre-Construction Notification (PCN) can be found at NWP General Condition No. 32 in the Federal Register (See volume 86, date January 13, 2021, pp 2867-2874 for the text of Section C, General Conditions).

COORDINATING RESOURCE AGENCIES

Chief, Wetlands Regulatory Section
U.S. Environmental Protection Agency
Region IV
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, Georgia 30303

Supervisor
U.S. Fish & Wildlife Service
JC Watts Federal Building, Room 265
330 West Broadway
Frankfort, Kentucky 40601

Supervisor
401 Water Quality Certification
Kentucky Division of Water
300 Sower Boulevard, 3rd Floor
Frankfort, KY 40601

Commissioner
Department of Fish and Wildlife Resources
#1 Sportsman's Lane
Frankfort, KY 40601

Executive Director and State Historic Preservation Officer
Kentucky Heritage Council
410 High Street
Frankfort, KY 40601

Kentucky Transportation Cabinet

Highway District 11

And

_____(2), Construction

Kentucky Pollutant Discharge Elimination System
Permit KYR10
Best Management Practices (BMP) Plan
Groundwater Protection Plan
For Highway Construction Activities

For

I-75 Widening

Shelby County from MP 23.2 to 28.9

Contract ID 25-1016

Six Year Plan Item 11-14.8

Project Information

Note — (1) = Design (2) = Construction (3) = Contractor

1. Owner — Kentucky Transportation Cabinet, District 11
2. Resident Engineer: (2)
3. Contractor Name: (2)
   Address: (2)
   Phone number: (2)
   Contact: (2)
   Contractor's agent responsible for compliance with the KPDES permit requirements: (3)
4. Contract ID Number: (2)
5. Route (Address): I-64, Whitley-Laurel County, KY
6. Latitude/Longitude (project mid-point)

   36° 56' 19" N - 84° 07' 29" W
7. County (project mid-point): Whitley County
8. Project start date (date work will begin): (2)
9. Projected completion date: (2)

1.0 SITE DESCRIPTION.

1) **Nature of construction activity (from letting project description).** The project proposes to widen I-75 towards the inside form MP 23.2 to MP 28.9 to provide 3 traveling lanes in each direction.
2) **Order of major soil disturbing activities.** (2) and (3)
3) **Projected volume of material to be moved.** Approximately 879,672 C Y.
4) **Estimate of total project area (acres).** 171 acres
5) **Estimate of area to be disturbed (acres).** 155 acres
6) **Post construction runoff coefficient will be included in the project drainage folder. Persons needing information pertaining to the runoff coefficient will contact the resident engineer to request this information.**
7) **Data describing existing soil condition.** According to the US Agriculture Soil Survey for this area, the soils included; Lily loam, Lily and Steinsburg fine sandy loams, Rigley stony fine sandy loams, Udorthents, Wernock silt loam, Shelocta-Latham silt loam, Stendal silt loam
8) **Data describing existing discharge water quality (if any).** Existing discharge is in the form of point discharges with standard BMPs associated with them.
9) **Receiving water name. Little Spruce Creek, Bacon Creek,** Bingham Branch, Parks Branch, Lynn Camp Creek
10) **TMDLs and Pollutants of Concern in Receiving Waters.** No TMDLs According to KY Div of Water stream assessments Lynn Camp Creek is cold water aquatic habitat full support, warm water aquatic habitat full support, secondary contact recreation is full support, fish consumption is non support, domestic water supply is full support as well. Bacon Creek is warm water aquatic habitat partial support. The rest of the streams are non-assessed.
11) **Site Map.** Project layout sheet plus the erosion control sheets in the project plans that depict Disturbed Drainage Areas (DDAs) and related information. These sheets depict the existing project conditions with areas delineated by DDA (drainage area bounded by watershed breaks and right of way limits), the storm water discharge locations (either as a point discharge or as overland flow) and the areas that drain to each discharge point. These plans define the limits of areas to be disturbed and the location of control measures. Controls will be either site specific as designated by the designer or will be annotated by the contractor and resident engineer before disturbance commences. The project layout sheet shows the surface waters and wetlands.
12) **Potential sources of pollutants.** The primary source of pollutants is solids that are mobilized during storm events. Other sources of pollutants include oil/fuel/grease from servicing and operating construction equipment, concrete washout water, sanitary wastes and trash/debris. (3)

2.0 SEDIMENT AND EROSION CONTROL MEASURES.

2.1 Erosion Control Sheets. Plans for highway construction projects will include erosion control sheets that depict Disturbed Drainage Areas (DDAs) and related information. These plan sheets will show the existing project conditions with areas delineated by DDA within the right of way limits, the discharge points and the areas that drain to each discharge point.

Project managers and designers will analyze the DDAs and identify Best Management

Practices (BMPs) that are site specific. The balance of the BMPs for the project will be listed in the bid documents for selection and use by the contractor on the project with approval by the resident engineer.

Projects that do not have DDAs annotated on the erosion control sheets will employ the same concepts for development and managing BMP plans.

The following non-structural BMPs will be implemented throughout the project duration:

- Sediment control BMPs will be maintained when the sediment reaches 1/3 the depth of the BMP.
- Appropriate stock of straw erosion control blanket (ECB) and straw bales shall be available onsite at all times.
- Straw ECB or seeding mulched with blown straw followed by crimping shall be applied within 7 days of the cessation of the land disturbing activity. If blown straw is used, the blower and crimping equipment shall be kept on-site during land disturbing activities.
- Disturbed areas shall be stabilized prior to a forecasted rain event.
- EPSC/SWPPP inspections shall be performed at least twice a week.

2.2 Annotations. Following award of the contract, the contractor and resident engineer will annotate the erosion control sheets showing location and type of BMPs for each of the DDAs that will be disturbed at the outset of the project. This annotation will be accompanied by an order of work that reflects the order or sequence of major soil moving activities. The remaining DDAs are to be designated as "Do Not Disturb" until the contractor and resident engineer prepare the plan for BMPs to be employed. The initial BMPs shall be for the first phase (generally Clearing and Grubbing) and shall be modified as needed as the project changes phases. The BMP Plan will be modified to reflect disturbance in additional DDA's as the work progresses. All DDA's will have adequate BMPs in place before being disturbed.

2.3 Disturbed Drainage Areas. As DDAs are prepared for construction, the following will be addressed for the project as a whole or for each DDA as appropriate:

A) Construction Access. This is the first land-disturbing activity. As soon as construction begins, bare areas will be stabilized with straw ECB or straw followed by crimping and designated construction entrances will be installed.

B) Sources. At the beginning of the project, all DDAs for the project will be inspected for areas that are a source of storm water pollutants. Areas that are a source of pollutants will receive appropriate cover or BMPs to arrest the introduction of pollutants into storm water. Areas that have not been opened by the contractor will be inspected periodically (once per month) to determine if there is a need to employ BMPs to keep pollutants from entering storm water.

C) Clearing and Grubbing. The following BMPs will be considered and used where appropriate.

1) Leaving areas undisturbed when possible.
2) Silt Basins to provide silt volume for large areas.
2) Silt Traps Type A for small areas.

3) Silt Traps Type C in front of existing and drop inlets which are to be saved.
4) Diversion ditches to catch sheet runoff and carry it to basins or traps or to divert it around areas to be disturbed.
5) Brush and/or other barriers to slow and/or divert runoff.
6) Silt fences to catch sheet runoff on short slopes. For longer slopes, multiple rows of silt fence may be considered.
7) Temporary Mulch for areas which are not feasible for the fore mentioned types of protections.
8) Non-standard or innovative methods.
9) Spill Containment Areas to protect sinkholes and outfalls.

D) Cut and FM and Placement of Drainage Structures. The BMP Plan will be modified to show additional BMPs such as:

1) Silt Traps Type B in ditches and/or drainways as they are completed.
2) Silt Traps Type C in front of pipes after they are placed.
3) Channel Lining
4) Erosion Control Blanket
5) ECB and/or straw, seeding and crimping for areas where construction activities will be ceased for seven days or more.
6) Non-standard or innovative methods.

E) Profile and X-Section in Place. The BMP Plan will be modified to show elimination of BMPs which had to be removed and the addition of new BMPs as the roadway was shaped. Probably changes include:

1) Silt Trap Type A, Brush and/or other barriers, Temporary Mulch, and any other BMP which had to be removed for final grading to take place.
2) Additional Silt Traps Type B and Type C to be placed as final drainage patterns are put in place.
3) Additional Channel Lining and/or Erosion Control Blanket and/or Turf Reinforcement Mats.
4) Temporary Mulch and/or seeding for areas where construction activities will be ceased for seven days or more.

F) Finish Work (Paving, Seeding, Protect, etc.). A final BMP Plan will result from modifications during this phase of construction. Probable changes include:

1) Removal of Silt Traps Type B from ditches and drainways if they are protected with other BMPs which are sufficient to control erosion, i.e. Erosion Control Blanket, Turf Reinforcement Mats or Permanent Seeding and Protection on moderate grades.
2) Permanent Seeding and Protection.
3) Placing Sod.

G) Post Construction. BMPs, including Karst policy BMPs, to be installed during construction to control the pollutants in stormwater discharges that will occur after construction has been completed are:

- Filter ditches: Filter ditches are grass swales placed at the outlets of some of the spill containment areas to promote infiltration and vegetative filtering.

- Spill containment areas: Detention/containment basins for capturing accidental spills on the newly constructed roadway will be provided in accordance with KYTC's Design Policy.

3.0 OTHER CONTROL MEASURES.

1) Solid Materials. No solid materials, including building materials, shall be discharged to waters of the commonwealth, except as authorized by a Section 404 permit.
2) Waste Materials. All waste materials that may leach pollutants (paint and paint containers, caulk tubes, oil/grease containers, liquids of any kind, soluble materials, etc.) will be collected and stored in appropriate covered waste containers. Waste containers shall be removed from the project site on a sufficiently frequent basis as to not allow wastes to become a source of pollution. All personnel will be instructed regarding the correct procedure for waste disposal. Wastes will be disposed in accordance with appropriate regulations. Notices stating these practices will be posted in the office.
3) Hazardous Waste. All hazardous waste materials will be managed and disposed of in the manner specified by local or state regulation. The contractor shall notify the Resident Engineer if there are any hazardous wastes being generated at the project site and how these wastes are being managed. Site personnel will be instructed with regard to proper storage and handling of hazardous wastes when required. The Transportation Cabinet will file for generator, registration when appropriate, with the Division of Waste Management and advise the contractor regarding waste management requirements.
4) Spill Prevention. The following material management practices will be used to reduce the risk of spills or other exposure of materials and substances to the weather and/or runoff. (3)

3.1 Good Housekeeping. The following good housekeeping practices will be followed onsite during the construction project.

1) An effort will be made to store only enough product required to do the job.
2) All materials stored onsite will be stored in a neat, orderly manner in their appropriate containers and, if possible, under a roof or other enclosure.
3) Products will be kept in their original containers with the original manufacturer's label.
4) Substances will not be mixed with one another unless recommended by the manufacturer.
5) Whenever possible, all of the products will be used up before disposing of the container.
6) Manufacturers' recommendations for proper use and disposal will be followed
7) The site contractor will inspect daily to ensure proper use and disposal of materials onsite.

3.2 Hazardous Products. These practices will be used to reduce the risks associated with any and all hazardous materials.

1) Products will be kept in original containers unless they are not re-sealable.
2) Original labels and material safety data sheets (MSDS) will be reviewed and retained.
3) Contractor will follow procedures recommended by the manufacturer when handling hazardous materials.
4) If surplus product must be disposed of, manufacturers' or state/local recommended methods for proper disposal will be followed.

3.3 The following product-specific practices will be followed onsite:

A) Petroleum Products. Vehicles and equipment that are fueled and maintained on site will be monitored for leaks and receive regular preventative maintenance to reduce the chance of leakage. Petroleum products onsite will be stored in tightly sealed containers, which are clearly labeled and will be protected from exposure to weather.

The contractor shall prepare an Oil Pollution Spill Prevention Control and Countermeasure plan when the project that involves the storage of petroleum products in 55 gallon or larger containers with a total combined storage capacity of 1,320 gallons. This is a requirement of 40 CFR 112.

This project (will / will not) (3) have over 1,320 gallons of petroleum products with a total capacity, sum of all containers 55 gallon capacity and larger.

B) Fertilizers. Fertilizers will be applied at rates prescribed by the contract, standard specifications or as directed by the resident engineer. Once applied, fertilizer will be covered with mulch or blankets or worked into the soil to limit exposure to storm water. Storage will be in a covered shed. The contents of any partially used bags of fertilizer will be transferred to a sealable plastic bin to avoid spills.

C) Paints. All containers will be tightly sealed and stored indoors or under roof when not being used. Excess paint or paint wash water will not be discharged to the drainage or storm sewer system but will be properly disposed of according to manufacturers' instructions or state and local regulations.

D) Concrete Truck Washout. Concrete truck mixers and chutes will not be washed on pavement, near storm drain inlets, or within 75 feet of any ditch, stream, wetland, lake, or sinkhole. Where possible, excess concrete and wash water will be discharged to areas prepared for pouring new concrete, flat areas to be paved that are away from ditches or drainage system features, or other locations that will not drain off site. Where this approach is not possible, a shallow earthen wash basin will be excavated away from ditches to receive the wash water.

E) Spill Control Practices. In addition to the good housekeeping and material management practices discussed in the previous sections of this plan, the following practices will be followed for spill prevention and cleanup:

1) Manufacturers' recommended methods for spill cleanup will be clearly posted. All personnel will be made aware of procedures and the

location of the information and cleanup supplies.

2) Materials and equipment necessary for spill cleanup will be kept in the material storage area. Equipment and materials will include as appropriate, brooms, dust pans, mops, rags, gloves, oil absorbents, sand, sawdust, and plastic and metal trash containers.
3) All spills will be cleaned up immediately after discovery.
4) The spill area will be kept well ventilated and personnel will wear appropriate protective clothing to prevent injury from contract with a hazardous substance.
5) Spills of toxic or hazardous material will be reported to the appropriate state/local agency as required by KRS 224 and applicable federal law.
6) The spill prevention plan will be adjusted as needed to prevent spills from reoccurring and improve spill response and cleanup.
7) Spills of products will be cleaned up promptly. Wastes from spill clean-up will be disposed in accordance with appropriate regulations. Spills will be addressed in the "dry", and will not be "washed away" to clean.

4.0 OTHER STATE AND LOCAL PLANS. This BMP plan shall include any requirements specified in sediment and erosion control plans, storm water management plans or permits that have been approved by other state or local officials. Upon submittal of the NOI, other requirements for surface water protection are incorporated by reference into and are enforceable under this permit (even if they are not specifically included in this BMP plan). This provision does not apply to master or comprehensive plans, non-enforceable guidelines or technical guidance documents that are not identified in a specific plan or permit issued for the construction site by state or local officials.

5.0 MAINTENANCE. The BMP plan shall include a clear description of the maintenance procedures necessary to keep the control measures in good and effective operating condition.

Maintenance of BMPs during construction shall be a result of twice a week and post rain event inspections with action being taken by the contractor to correct deficiencies within three working days.

Post Construction maintenance will be a function of normal highway maintenance operations. Following final project acceptance by the cabinet, district highway crews will be responsible for identification and correction of deficiencies regarding ground cover and cleaning of storm water BMPs. Post-construction BMP maintenance will be covered in the cabinets MS4 permit under MCM 5 activities.

6.0 INSPECTIONS. Inspection and maintenance practices that will be used to maintain erosion and sediment controls:

1) All erosion prevention and sediment control measures will be inspected by the Contractor at least twice each week.
2) Inspections will be conducted by individuals that have received Kentucky Erosion Prevention and Sediment Control – Roadway Inspector (KEPSC-RI) training or other qualification as prescribed by the Cabinet that includes instruction concerning erosion prevention and sediment control.
3) Inspection reports will be written, signed, dated, and kept on file.

4) Stabilization of disturbed areas shall be performed within 7 days of the cessation of the land disturbing activity.
5) Disturbed areas shall be stabilized prior to a forecasted rain event.
6) Sediment control BMPs will be maintained when the sediment reaches 1/3 the depth of the BMP.
7) All measures will be maintained in good working order. If a repair is necessary, it will be initiated within 24 hours of being reported and completed within three working days.
8) Silt fences will be inspected for bypassing, overtopping, undercutting, depth of sediment, tears, and to ensure attachment to secure posts.
9) Diversion dikes and berms will be inspected and any breaches promptly repaired. Areas that are eroding or scouring will be repaired and re-seeded / mulched as needed.
10) Temporary and permanent seeding and mulching will be inspected for bare spots, washouts, and healthy growth. Bare or eroded areas will be repaired as needed.
11) All material storage and equipment servicing areas that involve the management of bulk liquids, fuels, and bulk solids will be inspected weekly for conditions that represent a release or possible release of pollutants to the environment.

7.0 NON-STORM WATER DISCHARGES. It is expected that non-storm water discharges may occur from the site during the construction period. Examples of non-storm water discharges include:

1) Water from water line flushings.
2) Water form cleaning concrete trucks and equipment.
3) Pavement wash waters (where no spills or leaks of toxic or hazardous materials have occurred).
4) Uncontaminated groundwater and rain water (from dewatering during excavation).

All non-storm water discharges will be directed to the sediment basin or to a filter fence enclosure in a flat vegetated infiltration area or be filtered via another approved commercial product.

8.0 GROUNDWATER PROTECTION PLAN.

This plan serves as the groundwater protection plan as required by 401 KAR 5:037.

Contractor's statement: (3)

The following activities, as enumerated by 401 KAR 5:037 Section 2, require the preparation and implementation of a groundwater protection plan, and will or may be conducted as part of this construction project: (2)

____ (a) Land treatment or land disposal of a pollutant;

_ (b) Storing, treating, disposing, or related handling of hazardous waste, solid waste or
special waste, or special waste in landfills, incinerators, surface impoundments, tanks, drums, or other containers, or in piles, (This does not include wastes managed in a container placed for collection and removal of municipal solid waste for disposal off site);

(c) Handling of materials in bulk quantities (equal or greater than 55 gallons or 100 pounds net dry weight transported held in an individual container) that, if released to the environment, would be a pollutant;

(d) Storing or related handling of road oils, dust suppressants, or deicing agents at a
central location;

_____ (e) Application or related handling of road oils, dust suppressants or deicing materials,
(does not include use of chloride-based deicing materials applied to roads or parking lots);

(f) Installation, construction, operation, or abandonment of wells, bore holes, or core holes, (this does not include bore holes for the purpose of explosive demolition);

Or, check the following only if there are no qualifying activities

____ There are no activities for this project as listed in 401 KAR 5:037 Section 2 that require
the preparation and implementation of a groundwater protection plan.

The contractor is responsible for the preparation of a plan that addresses the 401 KAR 5:037 Section 3. (3)

Elements of site specific groundwater protection plan:

(a) General information about this project is covered in the Project information;
(b) Activities that require a groundwater protection plan have been identified above;
(c) Practices that will protect groundwater from pollution are addressed in Section 3. Other Control Measures.
(d) Implementation schedule — all practices required to prevent pollution of groundwater are to be in place prior to conducting the activity;
(e) Training is required as a part of the ground water protection plan. All employees of the contractor, sub-contractor and resident engineer personnel will be trained to understand the nature and requirements of this plan as they pertain to their job function(s). Training will be accomplished within one week of employment and annually thereafter. A record of training will be maintained by the contractor with a copy provide to the resident engineer.
(f) Groundwater plan activities will be inspected during the EPSC inspections
(g) Certification (see signature page.)

KYTC BMP Plan for Project Item 11-14.8

Contractor and Resident Engineer Plan Certification

The contractor that is responsible for implementing this BMP plan is identified in the Project Information section of this plan.

The following certification applies to all parties that are signatory to this BMP plan:

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations. Further, this plan complies with the requirements of 401 KAR 5:037. By this certification, the undersigned state that the individuals signing the plan have reviewed the terms of the plan and will implement its provisions as they pertain to ground water protection.

Contractor and Resident Engineer Certification:

(3) Signed _____ title

typed or printed name' *signature*

(2) Signed _____ title

typed or printed name[2] *signature*

1. *Contractors Note: to be signed by a person who is the owner, a responsible corporate officer, a general partner or the proprietor or a person designated to have the authority to sign reports by such a person in accordance with 401 KAR 5: 060 Section 9. This delegation shall be in writing to: Manager, KPDES Branch, Division of Water, 200 Fair Oaks Lane, Fourth Floor, Frankfort, Kentucky 40601. Reference the Contract ID number and KPDES number when one has been issued.*

2. *KYTC Note: to be signed by the Chief District Engineer or a person designated to have the authority to sign reports by such a person (usually the resident engineer) in accordance with 401 KAR 5:060 Section 9. This delegation shall be in writing to: Manager, KPDES Branch, Division of Water, 300 Sower Blvd, Frankfort, Kentucky 40601 Reference the Contract ID number and KPDES number when one has been issued.*

KYTC BMP Plan for Project Item 11-14.8

Sub-Contractor Certification

The following sub-contractor shall be made aware of the BMP plan and responsible for implementation of BMPs identified in this plan as follows:

Subcontractor Name:

Address:

Phone:

The part of BMP plan this subcontractor is responsible to implement is:

I certify under penalty of law that I understand the terms and conditions of the general Kentucky Pollutant Discharge Elimination System permit that authorizes the storm water discharges, the BMP plan that has been developed to manage the quality of water to be discharged as a result of storm events associated with the construction site activity and management of non-storm water pollutant sources identified as part of this certification.

Signed _____ _____ _____

typed *or*

printed name[1] *title* *signature*

1. *Sub Contractor Note: To be signed by a person who is the owner, a responsible corporate officer, a general partner or the proprietor or a person designated to have the authority to sign reports by such a person in accordance with 401 KAR 5:060 Section 9. This delegation shall be in writing to: Manager, KPDES Branch, Division of Water, 300 Sower Blvd., Frankfort, Kentucky 40601. Reference the Contract ID number and KPDES number when one has been issued.*

Andy Beshear
GOVERNOR

ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
300 Sower Boulevard
Frankfort, Kentucky 40601
Phone: (502) 564-2150
Fax: 502-564-4245

Rebecca W. Goodman
SECRETARY

Anthony R. Hatton
COMMISSIONER

May 21, 2025

Chris Jones
KYTC District 11
603 Railroad Ave
Manchester, KY 40962

Re: KYR10 Coverage Acknowledgment
KPDES No.: KYR10T475
11-14.8: I-75 Widening from MP 23.2 - 28.9
Permit Type: Construction Stormwater
AI ID: 34830
Laurel County, Kentucky

Dear Chris Jones :

The discharges associated with the Notice of Intent you submitted have been approved for coverage under the "Kentucky Pollutant Discharge Elimination System (KPDES) General Permit for Storm Water Discharges Associated with Construction Activities (KYR100000)" master general permit. Your coverage becomes effective on the date of this letter. This coverage automatically terminates two years from the effective date of your coverage unless an extension is requested prior to the termination date, or the Division of Water revokes coverage, whichever comes first. During this period of coverage all discharges shall comply with the conditions of the KYR100000 master general permit. This permit and links to the eNOI (and permit coverage extension) and eNOT forms can be found on our website:
https://eec.ky.gov/Environmental-Protection/Water/PermitCert/KPDES/Documents/KYR10PermitPage.pdf.

Any person aggrieved by the issuance of a permit final decision may demand a hearing pursuant to KRS 224.10-420(2) within thirty (30) days from the date of the issuance of this letter. Any demand for a hearing on the permit shall be filed in accordance with the procedures specified in KRS 224.10-420, 224.10-440, 224.10-470, and the regulations promulgated thereto. The request for hearing should be submitted in writing to the Energy and Environment Cabinet, Office of Administrative Hearings, 211 Sower Boulevard, Frankfort, Kentucky 40601 and the Commonwealth of Kentucky, Energy and Environment Cabinet, Division of Water, 300 Sower Boulevard, Frankfort, Kentucky 40601. For your record keeping purposes, it is recommended that these requests be sent by certified mail. The written request must conform to the appropriate statutes referenced above.

Any questions concerning the general permit and its requirements should be directed to me at 502-782-7076 or email me at Robin.Snider@ky.gov

Construction Site GPS Coordinates: 36.938608, -84.124686
Receiving Water: Little Spruce Creek

Sincerely,

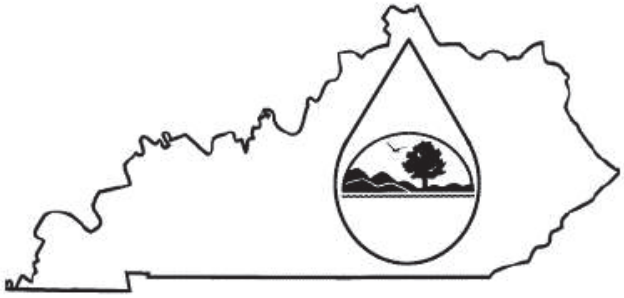
Robin M. Snider

Robin Snider
Surface Water Permits Branch
Division of Water

cc: Joshua Higgins , eNOI Preparer
Robert Miller, London Regional Office

Thank you for submitting your information via the Kentucky Department for Environmental Protection eForms website. Please save a copy of this submittal for your records. We recommend saving a copy as a .mht, .html, or .htm file. The Submittal ID for this transaction is 505960 and was submitted by Joshua Higgins on May 12, 2025 03:39 PM Eastern Time

. If you need to contact EEC regarding your submission, please reference your Submittal ID. The eForm Submittal ID allows you to use the data from this submittal as a template and/or download a copy of your submittal.



KENTUCKY POLLUTION DISCHARGE ELIMINATION SYSTEM (KPDES)

Notice of Intent (NOI) for coverage of Storm Water Discharge Associated with Construction Activities Under the KPDES Storm Water General Permit KYR100000

Click here for Instructions (Controls/KYR10%20Instructions.pdf)

Click here to obtain information and a copy of the KPDES General Permit. (https://eec.ky.gov/Environmental-Protection/Water/PermitCert/KPDES/Documents/KYR10PermitPage.p

(*) indicates a required field; (✓) indicates a field may be required based on user input or is an optionally required field

Reason for Submittal:(*)	Agency Interest ID:	Permit Number:(✓)
Application for New Permit C	Agency Interest ID	KPDES Permit Number

If change to existing permit coverage is requested, describe the changes for which modification of coverage is being sought:(✓)

ELIGIBILITY:
Stormwater discharges associated with construction activities disturbing individually one (1) acre or more, including, in the case of a common plan of development, contiguous construction activities that cumulatively equal one (1) acre or more of disturbance.

COVERAGE:
Applicants shall complete and submit the eNOI-SWCA a minimum of seven (7) days before the proposed date for commencement of construction activities. Applicants shall receive written notification from the Division of Water before being authorized to discharge under the terms of the KYR10 General Permit.

EXCLUSIONS:
The following are excluded from coverage under this general permit:
1) Are conducted at or on properties that have obtained an individual KPDES permit for the discharge of other wastewaters which requires the development and implementation of a Best Management Practices (BMP) plan;
2) Any operation that the DOW determines an individual permit would better address the discharges from that operation;

3) Any project that discharges to an Impaired Water listed in the most recent Integrated Report, §305(b) as impaired for sediment and for which an approved TMDL has been developed.

SECTION I -- FACILITY OPERATOR INFORMATION (PERMITTEE)

Company Name:(✓)	First Name:(✓)	M.I.:	Last Name:(✓)
Kentucky Transportation Cabinet - District	Chris	J	Jones

Mailing Address:(*)	City:(*)	State:(*)	Zip:(*)
603 Railroad Ave.	Manchester	Kentucky	40962

eMail Address:(*)	Business Phone:(*)	Alternate Phone:
chrisj.jones@ky.gov	606-598-2145	Phone

Additional Facility Operator information(Co-Permittee) required ?(*)

No

SECTION II -- GENERAL SITE LOCATION INFORMATION

Project Name:(*)	Status of Owner/Operator(*)	SIC Code(*)
11-14.8: I-75 Widening from MP 23.2 - 28.9	State Government	1611 Highway and

Company Name:(✓)	First Name:(✓)	M.I.:	Last Name:(✓)
Kentucky Transportation Cabinet - District	Chris	J	Jones

Site Physical Address:(*)

i-75 Mile Point 23.2 - 28.9

City:(*)	State:(*)	Zip:(*)
Corbin	Kentucky	40701

County:(*)	Latitude(decimal degrees)(*)DMS to DD Converter (https://www.fcc.gov/media/radio/dms-decimal)	Longitude(decimal degrees)(*)
Laurel	36.938608 5 or 6 decimal places	-84.124686 5 or 6 decimal places

SECTION III -- SPECIFIC SITE ACTIVITY INFORMATION

Section III requires part A or part B to be completed.

Project Description:(*)

11-14.8: I-75 Widening MP 23.2 - 28.9

Was the pre-development land used for agriculture ?(*)	Will there be demolition of any structure built or renovated before January 1, 1980 ?(*)
No	

No

Select the type of construction site (check all that apply)(*)

- [ ] Single-Family Residential
- [ ] Multi-Family Residential
- [ ] Commercial
- [ ] Industrial
- [ ] Institutional
- [x] Highway or Road
- [ ] Utility
- [ ] Other

a. For single projects provide the following information

Total Number of Acres in Project:(✓)	Total Number of Acres Disturbed:(✓)
359.9	134.8
Anticipated Start Date:(✓)	Anticipated Completion Date:(✓)
9/24/2025	9/24/2027

b. For common plans of development provide the following information

Total Number of Acres in Project:(✓)	Total Number of Acres Disturbed:(✓)
# Acre(s)	# Acre(s)
Number of individual lots in development, if applicable: (✓)	Number of lots in development:(✓)
# lot(s)	# lot(s)
Total acreage of lots intended to be developed:(✓)	Number of acres intended to be disturbed at any one time:(✓)
Project Acres	Disturbed Acres
Anticipated Start Date:(✓)	Anticipated Completion Date:(✓)

List Building Contractor(s) at the time of Application:(✓)

Company Name

SECTION IV -- INFORMATION IS ALWAYS REQUIRED FOR ONSITE POINT OF DISCHARGE AND RECEIVING

WATER

Complete the following table if the permitted site discharges to a water body. Please note that if you enter a row in hte below table, all columns are required to be filled out.

Unnamed Tributary?: Does discharge enter an unnamed tributary prior to entering a named receiving water?

Latitude in decimal degrees: Format must be between 36.490000 and 39.150000, with a minimum of 5 decimal points of accuracy.

Longitude in decimal degrees: Format must be between -89.580000 and -81.960000, with a minimum of 5 decimal points of accuracy.

Receiving Water Name: Receiving water name must be from the following list of possible receiving waters.(click here for a list (Controls/ReceivingStream.htm)). If the discharge flows into an unnamed tributary, please enter the first “named” receiving water for which the unnamed tributary(ies) eventually flows into.

Discharge Point(s):(*)

Unnamed Tributary?	Longitude	Receiving Water Name	
Yes	36.898713	-84.137412	Little Spruce Creek
Yes	36.915138	-84.129673	Bacon Creek
Yes	36.915493	-84.129502	Bacon Creek
Yes	36.90016	-84.136835	Little Spruce Creek
Yes	36.917409	-84.129287	Bacon Creek
Yes	36.917709	-84.129200	Bacon Creek
Yes	36.918688	-84.129003	Bacon Creek
Yes	36.919311	-84.130751	Bacon Creek
Yes	36.919992	-84.128831	Bacon Creek
Yes	36.921591	-84.128444	Bacon Creek
Yes	36.921727	-84.128413	Bacon Creek
Yes	36.909541	-84.131363	Bacon Creek
Yes	36.923586	-84.127915	Bacon Creek
Yes	36.927881	-84.126615	Bingham Branch
No	36.92834	-84.126136	Bingham Branch
Yes	36.900819	-84.136484	Little Spruce Creek
Yes	36.929669	-84.127306	Bingham Branch
Yes	36.931015	-84.12692	Parks Branch
Yes	36.932253	-84.125867	Parks Branch
Yes	36.932772	-84.126639	Parks Branch
Yes	36.933698	-84.126147	Parks Branch
No	36.934137	-84.126196	Parks Branch
Yes	36.910626	-84.130945	Bacon Creek
Yes	36.935061	-84.125931	Parks Branch
Yes	36.935678	-84.125032	Parks Branch

No	36.936125	-84.125767	Parks Branch
Yes	36.936439	-84.125597	Parks Branch
Yes	36.901406	-84.135617	Little Spruce Creek
Yes	36.936903	-84.124658	Parks Branch
Yes	36.937519	-84.124629	Parks Branch
Yes	36.940153	-84.124600	Laurel River Lake
Yes	36.940417	-84.12386	Laurel River Lake
Yes	36.941136	-84.123722	Laurel River Lake
Yes	36.910677	-84.130918	Bacon Creek
Yes	36.943875	-84.123822	Laurel River Lake
Yes	36.944397	-84.123656	Laurel River Lake
Yes	36.945836	-84.123169	Laurel River Lake
Yes	36.947204	-84.122864	Laurel River Lake
Yes	36.948324	-84.121585	Laurel River Lake
Yes	36.902471	-84.133715	Bacon Creek
Yes	36.949091	-84.121207	Laurel River Lake
Yes	36.949795	-84.121692	Laurel River Lake
Yes	36.951104	-84.121179	Laurel River Lake
Yes	36.951057	-84.120439	Laurel River Lake
Yes	36.911055	-84.130746	Bacon Creek
Yes	36.952108	-84.120046	Laurel River Lake
Yes	36.95289	-84.119748	Laurel River Lake
Yes	36.95328	-84.119542	Laurel River Lake
Yes	36.955229	-84.119729	Laurel River Lake
Yes	36.956198	-84.11911	Laurel River Lake
Yes	36.958145	-84.118275	Lynn Camp Creek
Yes	36.90312	-84.13305	Bacon Creek
Yes	36.958631	-84.118152	Lynn Camp Creek
Yes	36.960184	-84.117435	Lynn Camp Creek
Yes	36.961751	-84.115497	Lynn Camp Creek
Yes	36.911947	-84.130697	Bacon Creek
Yes	36.962252	-84.11628	Lynn Camp Creek
No	36.963700	-84.115395	Lynn Camp Creek
No	36.963474	-84.115117	Lynn Camp Creek
No	36.963209	-84.114966	Lynn Camp Creek

No	36.963095	-84.114588	Lynn Camp Creek
No	36.964701	-84.114248	Lynn Camp Creek
No	36.965392	-84.114473	Lynn Camp Creek
Yes	36.903942	-84.135882	Bacon Creek
Yes	36.96934	-84.111762	Lynn Camp Creek
Yes	36.969852	-84.112725	Laurel River Lake
Yes	36.912421	-84.130467	Bacon Creek
Yes	36.970418	-84.111447	Laurel River Lake
Yes	36.971992	-84.112049	Laurel River Lake
Yes	36.972134	-84.111253	Laurel River Lake
Yes	36.973287	-84.111091	Laurel River Lake
Yes	36.974639	-84.11078	Laurel River Lake
Yes	36.975819	-84.109899	Laurel River Lake
Yes	36.977102	-84.110523	Laurel River Lake
Yes	36.977545	-84.110397	Laurel River Lake
Yes	36.90721	-84.131937	Bacon Creek
Yes	36.97875	-84.110389	Laurel River Lake
Yes	36.913864	-84.130139	Bacon Creek
Yes	36.908932	-84.131512	Bacon Creek
Yes	36.913903	-84.130117	Bacon Creek



This grid can be edited either directly on this page or by editing the information in an excel sheet.
If you would like to edit this information in an excel sheet, first use the right button (export) to download the sheet.
After adding your data, save the sheet, and use the left button (import) to import the same file to this grid.

SECTION V -- Section V MUST BE COMPLETED IF WITHIN A MS4 AREA

Name of MS4:

SECTION VI -- WILL THE PROJECT REQUIRE CONSTRUCTION ACTIVITIES IN A WATER BODY, FLOODPLAIN OR THE RIPARIAN ZONE?

Will the project require construction activities in a water body or the riparian zone?:(*)	Yes
If Yes, describe scope of activity: (✓)	Box culvert extensions
Is a Clean Water Act 404 permit required?:(*)	Yes

Is a Clean Water Act 401 Water Quality Certification required?:(*)	Yes

SECTION VII -- NOI PREPARER INFORMATION

First Name:(*)	M.I.:	Last Name:(*)	Company Name:(*)
Joshua	J	Higgins	Kentucky Transportation Cabinet - District

Mailing Address:(*)	City:(*)	State:(*)	Zip:(*)
603 Railroad Ave.	Manchester	Kentucky	40962

eMail Address:(*)	Business Phone:(*)	Alternate Phone:
joshuaj.higgins@ky.gov	606-598-2145	Phone

SECTION VIII -- ATTACHMENTS

Facility Location Map:(*)	Upload file 11-14.80 eNOI Map 2025.05.01.pdf
Supplemental Information:	Upload file

SECTION IX -- CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

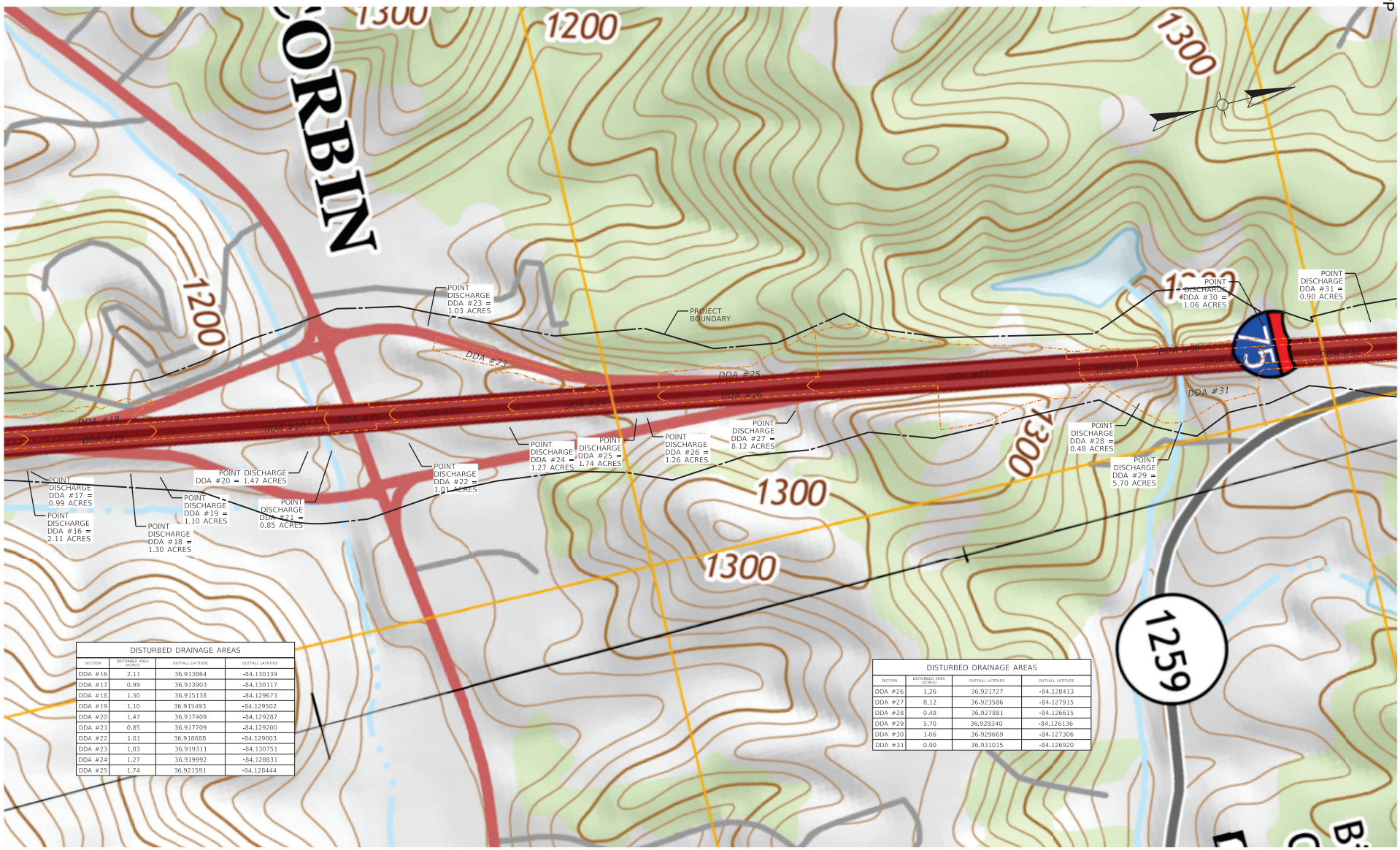
Signature:(*)	Title:(*)
Chris J. Jones	Chief District Engineer

First Name:(*)	M.I.:	Last Name:(*)
Chris	J	Jones

eMail Address:(*)	Business Phone:(*)	Alternate Phone:	Signature Date:(*)
chrisj.jones@ky.gov	606-598-2145	Phone	5/12/2025

Click to Save Values for Future Retrieval | Click to Submit to EEC


CRAWFORD LN
CREEK RD
Bacon Cr
75
1200
1300
1400
1500
PROJECT BOUNDARY
BEGIN CONST. I-75 MP 23.2 STA. 1257+50
POINT DISCHARGE DDA #1 = 0.85 ACRES
POINT DISCHARGE DDA #2 = 0.92 ACRES
POINT DISCHARGE DDA #3 = 1.62 ACRES
POINT DISCHARGE DDA #4 = 1.04 ACRES
POINT DISCHARGE DDA #5 = 0.22 ACRES
POINT DISCHARGE DDA #6 = 0.97 ACRES
POINT DISCHARGE DDA #7 = 1.83 ACRES
POINT DISCHARGE DDA #8 = 10.61 ACRES
POINT DISCHARGE DDA #9 = 3.82 ACRES
POINT DISCHARGE DDA #10 = 0.48 ACRES
POINT DISCHARGE DDA #11 = 1.01 ACRES
POINT DISCHARGE DDA #12 = 1.29 ACRES
POINT DISCHARGE DDA #13 = 0.39 ACRES
POINT DISCHARGE DDA #14 = 0.67 ACRES
POINT DISCHARGE DDA #15 = 1.18 ACRES
DDA #1
DDA #2
DDA #3
DDA #4
DDA #5
DDA #6
DDA #7
DDA #8
DDA #9
DDA #10
DDA #11
DDA #12
DDA #13
DDA #14
DDA #15
DDA #16
DISTURBED DRAINAGE AREAS
SECTION
DISTURBED AREA (ACRES)
OUTFALL LATITUDE
OUTFALL LONGITUDE
DDA #1 0.85 36.898713 -84.137412
DDA #2 0.92 36.900160 -84.136835
DDA #3 1.62 36.900819 -84.136487
DDA #4 1.04 36.901406 -84.135617
DDA #5 0.22 36.902471 -84.133715
DDA #6 0.97 36.903120 -84.133050
DDA #7 1.83 36.903942 -84.132882
DDA #8 10.61 36.907210 -84.131937
DDA #9 3.82 36.908932 -84.131512
DDA #10 0.48 36.909541 -84.131363
DDA #11 1.01 36.910626 -84.130945
DDA #12 1.29 36.910677 -84.130918
DDA #13 0.39 36.911055 -84.130746
DDA #14 0.67 36.911947 -84.130697
DDA #15 1.18 36.912421 -84.130467
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
KPDES MAP - SHEET 1 OF 5
HORIZONTAL SCALE
SCALE: 200'
0' 200' 400' 800'
I-75 WIDENING
ITEM NO. 11-14.80
SHEET NO. 1
COUNTY OF Laurel/Whitley
FILE NAME: J:\12216 - I-75 LAUREL-WHITLEY COUNTIES - 2022\40 - DESIGN\20 - DRAINAGE\70 - ENGI PERMIT\ENGI MAP SHEET 1.DGN
USER: markbzberger
OpenRoads Designer v10.18.2.267



DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	OUTFALL LATITUDE	OUTFALL LATITUDE
DDA #16	2.11	36.913864	-84.130139
DDA #17	0.99	36.913903	-84.130117
DDA #18	1.30	36.915138	-84.129673
DDA #19	1.10	36.915493	-84.129502
DDA #20	1.47	36.917409	-84.129287
DDA #21	0.85	36.917709	-84.129200
DDA #22	1.01	36.918688	-84.129003
DDA #23	1.03	36.919311	-84.130751
DDA #24	1.27	36.919992	-84.128831
DDA #25	1.74	36.921591	-84.128444

DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	OUTFALL LATITUDE	OUTFALL LATITUDE
DDA #26	1.26	36.921727	-84.128413
DDA #27	8.12	36.923586	-84.127915
DDA #28	0.48	36.927881	-84.126615
DDA #29	5.70	36.928340	-84.126136
DDA #30	1.06	36.929669	-84.127306
DDA #31	0.90	36.931015	-84.126920

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

KPDES MAP - SHEET 2 OF 5

HORIZONTAL SCALE
SCALE: 200'

0' 200' 400' 800'

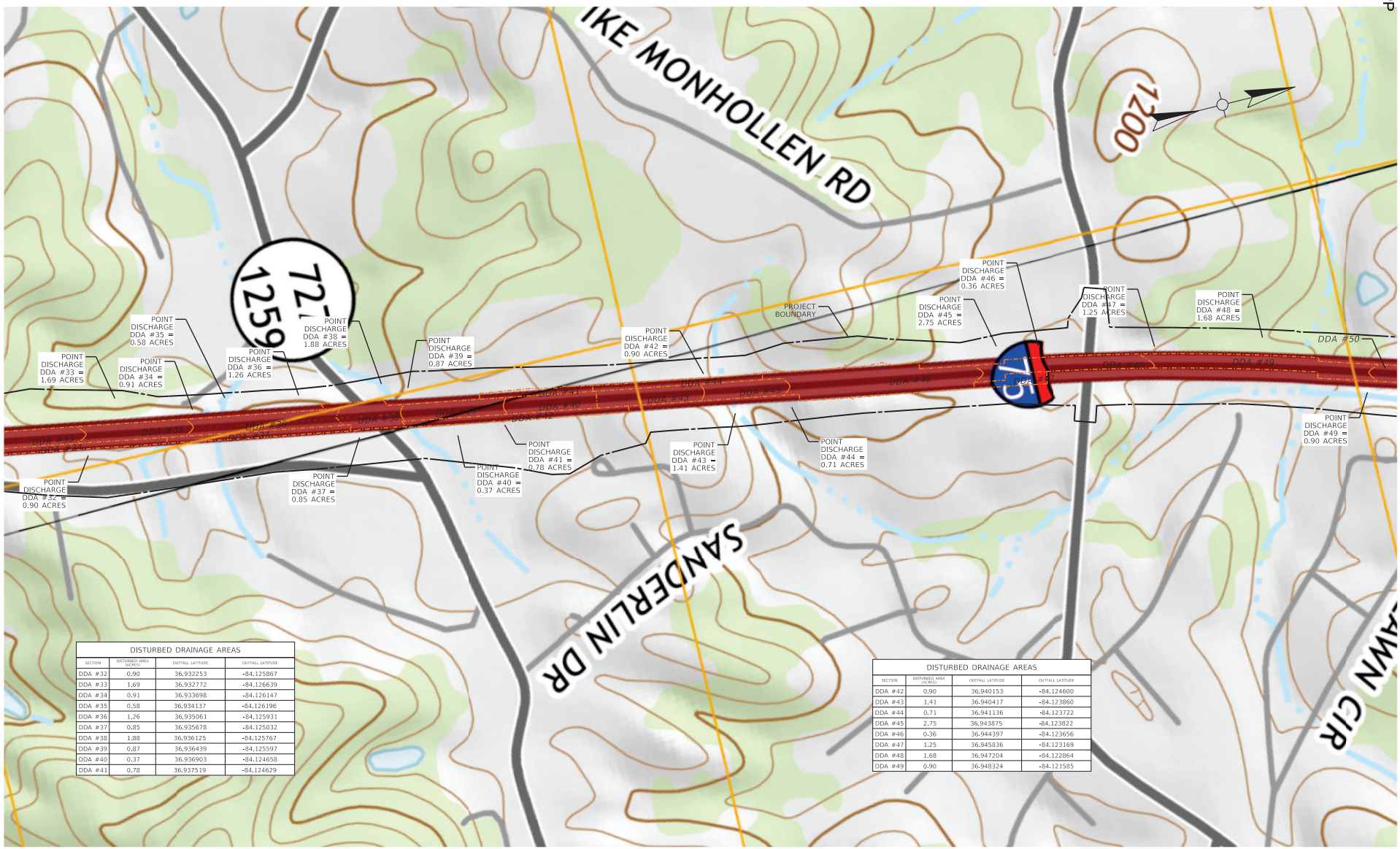
I-75 WIDENING

ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. –

OpenRoads Designer v10.16.2.267

USER: mwhtzberger

FILE NAME: J:\12216 - I-75 LAUREL-WHITLEY COUNTIES - 2022\40 - DESIGN\20 - DRAINAGE\70 - ENOI PERMIT\ENOI MAP SHEET 2.DGN



DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	OUTFALL LATITUDE	OUTFALL LATITUDE
DDA #32	0.90	36.932253	-84.125867
DDA #33	1.69	36.932772	-84.126639
DDA #34	0.91	36.933698	-84.126147
DDA #35	0.58	36.934137	-84.126196
DDA #36	1.26	36.935061	-84.125931
DDA #37	0.85	36.935678	-84.125032
DDA #38	1.88	36.936125	-84.125767
DDA #39	0.87	36.936439	-84.125597
DDA #40	0.37	36.936903	-84.124658
DDA #41	0.78	36.937519	-84.124629

DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	OUTFALL LATITUDE	OUTFALL LATITUDE
DDA #42	0.90	36.940153	-84.124600
DDA #43	1.41	36.940417	-84.123860
DDA #44	0.71	36.941136	-84.123722
DDA #45	2.75	36.943875	-84.123822
DDA #46	0.36	36.944397	-84.123656
DDA #47	1.25	36.945836	-84.123169
DDA #48	1.68	36.947204	-84.122864
DDA #49	0.90	36.948324	-84.121585

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

KPDES MAP - SHEET 3 OF 5

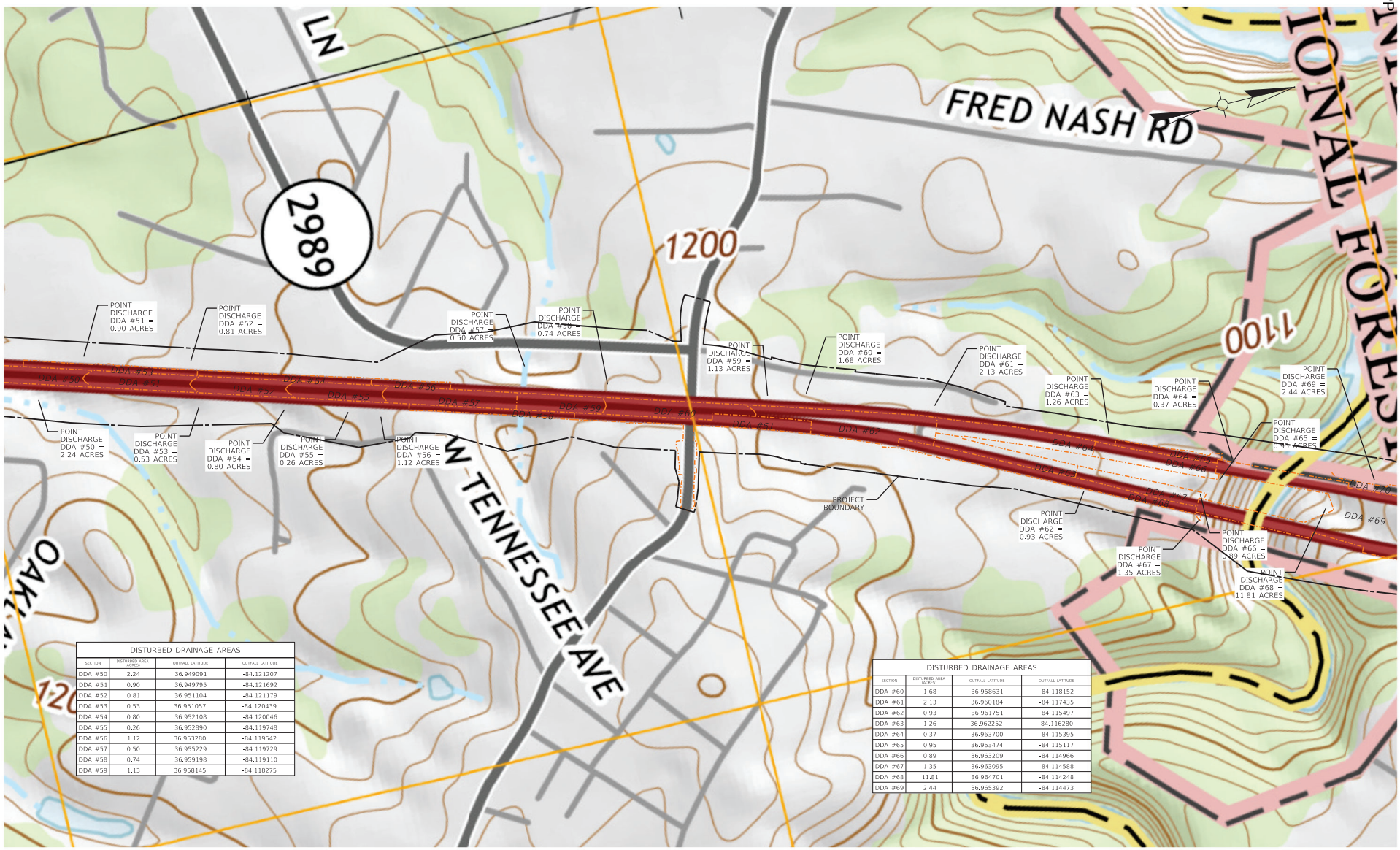
HORIZONTAL SCALE
SCALE: 200'

0' 200' 400' 800'

I-75 WIDENING

ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. –

OpenRoads Designer v10.16.2.267
USER: mwhtzberger
FILE NAME: J:\12216 - I-75 LAUREL-WHITLEY COUNTIES - 2022\40 - DESIGN\20 - DRAINAGE\70 - ENOI PERMIT\ENOI MAP SHEET 3.DGN



DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	OUTFALL LATITUDE	OUTFALL LATITUDE
DDA #50	2.24	36.949091	-84.121207
DDA #51	0.90	36.949795	-84.121692
DDA #52	0.81	36.951104	-84.121179
DDA #53	0.53	36.951057	-84.120439
DDA #54	0.80	36.952108	-84.120046
DDA #55	0.26	36.952890	-84.119748
DDA #56	1.12	36.953280	-84.119542
DDA #57	0.50	36.955229	-84.119729
DDA #58	0.74	36.959198	-84.119110
DDA #59	1.13	36.958145	-84.118275

DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	OUTFALL LATITUDE	OUTFALL LATITUDE
DDA #60	1.68	36.958631	-84.118152
DDA #61	2.13	36.960184	-84.117435
DDA #62	0.93	36.961751	-84.115497
DDA #63	1.26	36.962252	-84.116280
DDA #64	0.37	36.963700	-84.115395
DDA #65	0.95	36.963474	-84.115117
DDA #66	0.89	36.963209	-84.114966
DDA #67	1.35	36.963095	-84.114588
DDA #68	11.81	36.964701	-84.114248
DDA #69	2.44	36.965392	-84.114473

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

KPDES MAP - SHEET 4 OF 5

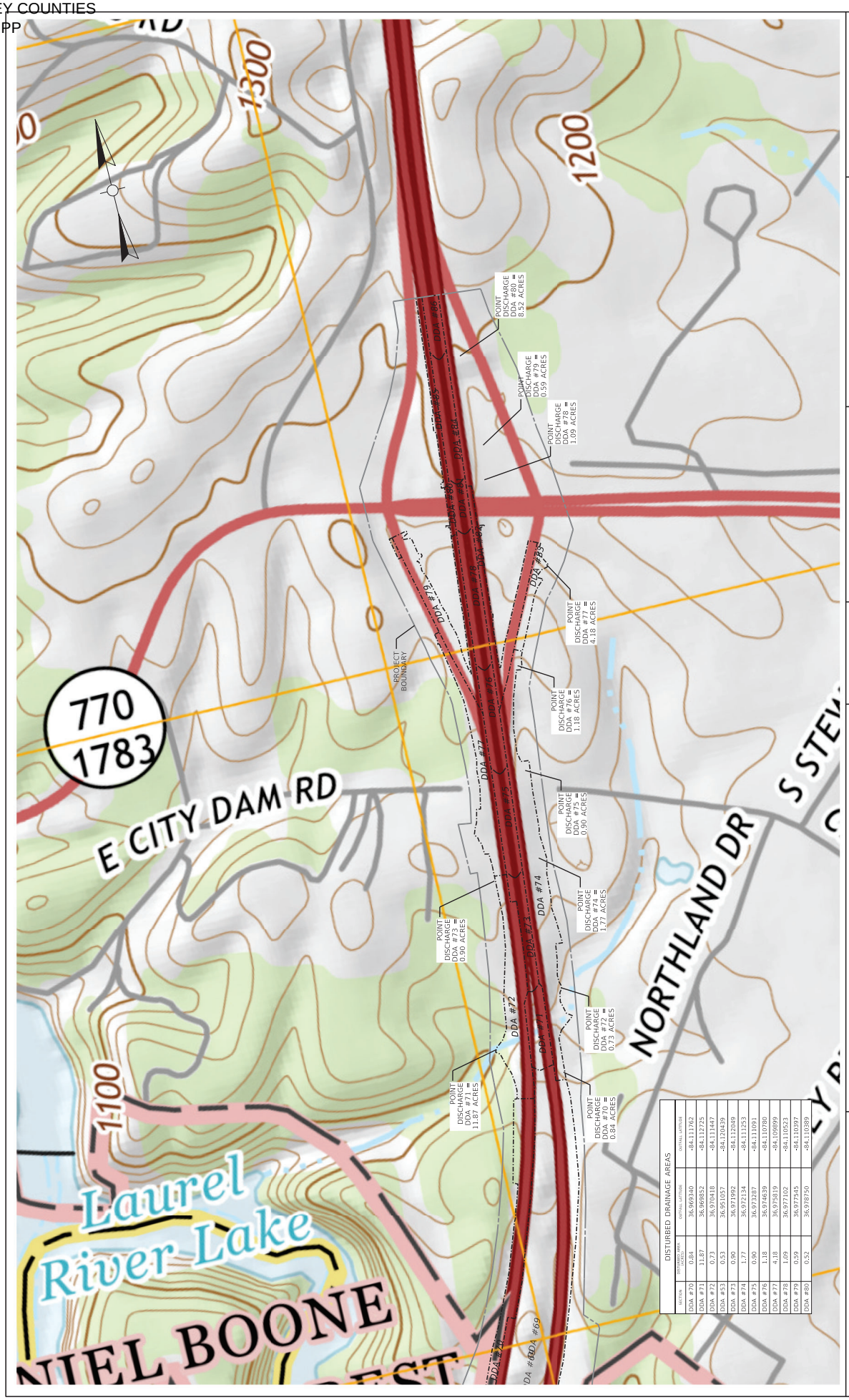
HORIZONTAL SCALE
SCALE: 200'

0' 200' 400' 800'

I-75 WIDENING

ITEM NO. 11-14.80
COUNTY OF Laurel/Whitley
SHEET NO. --

OpenRoads Designer v10.16.2.267
USER: mwhtzberger
FILE NAME: J:\12216 - I-75 LAUREL-WHITLEY COUNTIES - 2022\40 - DESIGN\20 - DRAINAGE\70 - ENOI PERMIT\ENOI MAP SHEET 4.DGN


1300
1200
1100
770
1783
E CITY DAM RD
NORTHLAND DR
S STEVENSON
Laurel River Lake
DANIEL BOONE
PROJECT BOUNDARY
DDA #70
DDA #71
DDA #72
DDA #73
DDA #74
DDA #75
DDA #76
DDA #77
DDA #78
DDA #79
DDA #80
DDA #81
DDA #82
DDA #83
DDA #84
DDA #85
POINT DISCHARGE DDA #70 = 0.84 ACRES
POINT DISCHARGE DDA #71 = 11.87 ACRES
POINT DISCHARGE DDA #72 = 0.73 ACRES
POINT DISCHARGE DDA #73 = 0.90 ACRES
POINT DISCHARGE DDA #74 = 1.77 ACRES
POINT DISCHARGE DDA #75 = 0.90 ACRES
POINT DISCHARGE DDA #76 = 1.18 ACRES
POINT DISCHARGE DDA #77 = 4.18 ACRES
POINT DISCHARGE DDA #78 = 1.09 ACRES
POINT DISCHARGE DDA #79 = 0.59 ACRES
POINT DISCHARGE DDA #80 = 8.52 ACRES
DISTURBED DRAINAGE AREAS
SECTION
DRAINAGE AREA (ACRES)
OUTFALL LATITUDE
OUTFALL LONGITUDE
DDA #70 0.84 36.969340 -84.111762
DDA #71 11.87 36.969852 -84.112725
DDA #72 0.73 36.970418 -84.111447
DDA #53 0.53 36.971057 -84.120439
DDA #73 0.90 36.971982 -84.112049
DDA #74 1.77 36.972134 -84.111253
DDA #75 0.90 36.972187 -84.111091
DDA #76 1.18 36.974639 -84.110780
DDA #77 4.18 36.975819 -84.109699
DDA #78 1.09 36.977102 -84.110523
DDA #79 0.59 36.977545 -84.110397
DDA #80 0.52 36.978750 -84.110389
0'
200'
400'
800'
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
KPDES MAP - SHEET 5 OF 5
HORIZONTAL SCALE
SCALE: 200'
I-75 WIDENING
ITEM NO. 11-14.80
SHEET NO. 5
COUNTY OF Laurel/Whitley
FILE NAME: J:\12216 - I-75 LAUREL-WHITLEY COUNTIES - 2022\40 - DESIGN\20 - DRAINAGE\70 - ENGI PERMIT\ENGI MAP SHEET 5.DGN
USER: markbenger
OpenRoads Designer v10.18.2.267

MATERIAL SUMMARY

CONTRACT ID: 251016 **121GR25D016-NHPP** **DE06300752516**

I-75 TENNESSEE STATE LINE-LEXINGTON PRIORITY SECTION OF WIDENING 1-75 FROM MP 23.2 IN WHITLEY COUNTY TO MP 28.90 US-25E NORTH OF CORBIN GRADE DRAIN & SURFACE WITH BRIDGE, A DISTANCE OF 5.9 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0005	00001	DGA BASE	35,412.00	TON
0010	00008	CEMENT STABILIZED ROADBED	22,213.00	SQYD
0015	00018	DRAINAGE BLANKET-TYPE II-ASPH	23,566.00	TON
0020	00100	ASPHALT SEAL AGGREGATE	153.00	TON
0025	00103	ASPHALT SEAL COAT	18.00	TON
0030	00190	LEVELING & WEDGING PG64-22	8,271.00	TON
0035	00214	CL3 ASPH BASE 1.00D PG64-22	9,656.00	TON
0040	00217	CL4 ASPH BASE 1.00D PG64-22	4,556.00	TON
0045	00219	CL4 ASPH BASE 1.00D PG76-22	8,866.00	TON
0050	00339	CL3 ASPH SURF 0.38D PG64-22	3,871.00	TON
0055	00342	CL4 ASPH SURF 0.38A PG76-22	4,404.00	TON
0060	00358	ASPHALT CURING SEAL	40.00	TON
0065	02542	CEMENT	484.00	TON
0070	02676	MOBILIZATION FOR MILL & TEXT	1.00	LS
0075	02677	ASPHALT PAVE MILLING & TEXTURING	3,142.00	TON
0080	02702	SAND FOR BLOTTER	124.00	TON
0085	24904EC	CL3 ASPH BASE CK PG64-22	5,319.00	TON
0090	24905EC	CL4 ASPH BASE CK PG64-22	6,059.00	TON
0095	24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	116.00	TON
0100	00078	CRUSHED AGGREGATE SIZE NO 2	34.00	TON
0105	01000	PERFORATED PIPE-4 IN	11,764.00	LF
0110	01001	PERFORATED PIPE-6 IN	3,166.00	LF
0115	01010	NON-PERFORATED PIPE-4 IN	420.00	LF
0120	01011	NON-PERFORATED PIPE-6 IN	120.00	LF
0125	01015	INSPECT & CERTIFY EDGE DRAIN SYSTEM - LAUREL	1.00	LS
0130	01020	PERF PIPE HEADWALL TY 1-4 IN	23.00	EACH
0135	01028	PERF PIPE HEADWALL TY 3-4 IN	7.00	EACH
0140	01032	PERF PIPE HEADWALL TY 4-4 IN	3.00	EACH
0145	01033	PERF PIPE HEADWALL TY 4-6 IN	1.00	EACH
0150	01740	CORED HOLE DRAINAGE BOX CON-4 IN	1.00	EACH
0155	01741	CORED HOLE DRAINAGE BOX CON-6 IN	9.00	EACH
0160	01978	CONC MEDIAN BARRIER TYPE A TL5 56 IN	3,429.00	LF
0165	01982	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	96.00	EACH
0170	01983	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	2.00	EACH
0175	01984	DELINEATOR FOR BARRIER - WHITE	138.00	EACH
0180	01985	DELINEATOR FOR BARRIER - YELLOW	154.00	EACH
0185	01986	DELINEATOR FOR BARRIER WALL-B/Y	55.00	EACH
0190	02002	REMOVE TEMP CONC BARRIER WALL	575.00	LF
0195	02003	RELOCATE TEMP CONC BARRIER	8,044.00	LF
0200	02014	BARRICADE-TYPE III	4.00	EACH
0205	02159	TEMP DITCH	2,827.00	LF
0210	02160	CLEAN TEMP DITCH	1,414.00	LF

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0215	02200	ROADWAY EXCAVATION	134,671.00	CUYD
0220	02242	WATER	1,779.00	MGAL
0225	02268	REMOVE & REPLACE FENCE	9,667.00	LF
0230	02351	GUARDRAIL-STEEL W BEAM-S FACE	7,275.00	LF
0235	02367	GUARDRAIL END TREATMENT TYPE 1	6.00	EACH
0240	02369	GUARDRAIL END TREATMENT TYPE 2A	6.00	EACH
0245	02381	REMOVE GUARDRAIL	5,562.00	LF
0250	02545	CLEARING AND GRUBBING - 30.89 ACRES- LAUREL	1.00	LS
0255	02555	CONCRETE-CLASS B	4.60	CUYD
0260	02562	TEMPORARY SIGNS	248.00	SQFT
0265	02585	EDGE KEY	285.00	LF
0270	02607	FABRIC-GEOTEXTILE CLASS 2 FOR PIPE	1,800.00	SQYD
0275	02650	MAINTAIN & CONTROL TRAFFIC - LAUREL	1.00	LS
0280	02671	PORTABLE CHANGEABLE MESSAGE SIGN	4.00	EACH
0285	02696	SHOULDER RUMBLE STRIPS	25,187.00	LF
0290	02701	TEMP SILT FENCE	2,827.00	LF
0295	02703	SILT TRAP TYPE A	33.00	EACH
0300	02704	SILT TRAP TYPE B	33.00	EACH
0305	02705	SILT TRAP TYPE C	33.00	EACH
0310	02706	CLEAN SILT TRAP TYPE A	33.00	EACH
0315	02707	CLEAN SILT TRAP TYPE B	33.00	EACH
0320	02708	CLEAN SILT TRAP TYPE C	33.00	EACH
0325	02726	STAKING - LAUREL	1.00	LS
0330	02731	REMOVE STRUCTURE - US 25E EXISTING STRUCTURE- LAUREL	1.00	LS
0335	02775	ARROW PANEL	4.00	EACH
0340	02898	RELOCATE CRASH CUSHION	3.00	EACH
0345	03171	CONC BARRIER WALL TYPE 9T	12,555.00	LF
0350	05950	EROSION CONTROL BLANKET	321.00	SQYD
0355	05952	TEMP MULCH	107,758.00	SQYD
0360	05953	TEMP SEEDING AND PROTECTION	80,147.00	SQYD
0365	05963	INITIAL FERTILIZER	5.00	TON
0370	05964	MAINTENANCE FERTILIZER	8.30	TON
0375	05985	SEEDING AND PROTECTION	160,833.00	SQYD
0380	05992	AGRICULTURAL LIMESTONE	99.70	TON
0385	06511	PAVE STRIPING-TEMP PAINT-6 IN	42,005.00	LF
0390	06511	PAVE STRIPING-TEMP PAINT-6 IN	39,823.00	LF
0395	06542	PAVE STRIPING-THERMO-6 IN W	22,834.00	LF
0400	06543	PAVE STRIPING-THERMO-6 IN Y	14,469.00	LF
0405	06546	PAVE STRIPING-THERMO-12 IN W	1,784.00	LF
0410	06549	PAVE STRIPING-TEMP REM TAPE-B	24,807.00	LF
0415	06556	PAVE STRIPING-DUR TY 1-6 IN W	609.00	LF
0420	06557	PAVE STRIPING-DUR TY 1-6 IN Y	406.00	LF
0425	06568	PAVE MARKING-THERMO STOP BAR-24IN	108.00	LF
0430	06569	PAVE MARKING-THERMO CROSS-HATCH	319.00	SQFT
0435	06574	PAVE MARKING-THERMO CURV ARROW	33.00	EACH
0440	06578	PAVE MARKING-THERMO MERGE ARROW	6.00	EACH
0445	06589	PAVEMENT MARKER TYPE V-MW	19.00	EACH
0450	06610	INLAID PAVEMENT MARKER-MW	52.00	EACH
0455	06611	INLAID PAVEMENT MARKER-MY	26.00	EACH

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0460	06613	INLAID PAVEMENT MARKER-B W/R	287.00	EACH
0465	06614	INLAID PAVEMENT MARKER-B Y/R	305.00	EACH
0470	08902	CRASH CUSHION TY VI CLASS B TL3	3.00	EACH
0475	08909	CRASH CUSHION TY VI CLASS D TL3	1.00	EACH
0480	10020NS	FUEL ADJUSTMENT	170,230.00	DOLL
0485	10030NS	ASPHALT ADJUSTMENT	272,173.00	DOLL
0490	20191ED	OBJECT MARKER TY 3	5.00	EACH
0495	20550ND	SAWCUT PAVEMENT	10,700.00	LF
0500	22664EN	WATER BLASTING EXISTING STRIPE	1,171.00	LF
0505	23274EN11F	TURF REINFORCEMENT MAT 1	1,663.00	SQYD
0510	23875NC	REMOVE THERMOPLASTIC ARROWS	6.00	EACH
0515	23929EC	LIGHTWEIGHT AGGREGATE FILL	1,256.00	CUYD
0520	24255EC	REMOVE CABLE GUARDRAIL BARRIER SYSTEM	3,027.00	LF
0525	24640ED	OBJECT MARKER TYPE 1	1.00	EACH
0530	24679ED	PAVE MARK THERMO CHEVRON	353.00	SQFT
0535	24779EC	INTELLIGENT COMPACTION FOR SOIL	90,000.00	CUYD
0540	24780EC	INTELLIGENT COMPACTION FOR AGGREGATE	35,347.00	TON
0545	24781EC	INTELLIGENT COMPACTION FOR ASPHALT	76,993.00	TON
0550	24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	3,222,645.00	SF
0555	25075EC	QUEUE PROTECTION VEHICLE	400.00	HOUR
0560	25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3	6.00	EACH
0565	25079ED	THRIE BEAM GUARDRAIL TRANSITION TL-2	2.00	EACH
0570	25117EC	FURNISH QUEUE PROTECTION VEHICLES	12.00	MONT
0575	26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM	6.00	MONT
0580	26137EC	QUEUE WARNING PCMS	36.00	MONT
0585	26138EC	QUEUE WARNING PORTABLE RADAR SENSORS	36.00	MONT
0590	26248EC	ELECTRONIC DELIVERY MGMT SYSTEM - AGG - LAUREL	1.00	LS
0595	00461	CULVERT PIPE-15 IN	99.00	LF
0600	00462	CULVERT PIPE-18 IN	71.00	LF
0605	00464	CULVERT PIPE-24 IN	41.00	LF
0610	00469	CULVERT PIPE-42 IN	11.00	LF
0615	00521	STORM SEWER PIPE-15 IN	352.00	LF
0620	00522	STORM SEWER PIPE-18 IN	61.00	LF
0625	01202	PIPE CULVERT HEADWALL-15 IN	5.00	EACH
0630	01204	PIPE CULVERT HEADWALL-18 IN	3.00	EACH
0635	01208	PIPE CULVERT HEADWALL-24 IN	2.00	EACH
0640	01214	PIPE CULVERT HEADWALL-42 IN	1.00	EACH
0645	01310	REMOVE PIPE	659.00	LF
0650	01480	CURB BOX INLET TYPE B	6.00	EACH
0655	01505	DROP BOX INLET TYPE 5B	1.00	EACH
0660	01624	CONC MED BARR BOX INLET TY B2 TL5 56	8.00	EACH
0665	01641	JUNCTION BOX-15 IN	2.00	EACH
0670	01642	JUNCTION BOX-18 IN	1.00	EACH
0675	24861EC	PVC FOLD AND FORM PIPE LINER-15 IN	942.00	LF
0680	24862EC	PVC FOLD AND FORM PIPE LINER-18 IN	184.00	LF
0685	24863EC	PVC FOLD AND FORM PIPE LINER-24 IN	565.00	LF
0690	24864EC	PVC FOLD AND FORM PIPE LINER-30 IN	309.00	LF
0695	26168EC	PVC FOLD AND FORM PIPE LINER-42 IN	175.00	LF
0700	01978	CONC MEDIAN BARRIER TYPE A TL5 56 IN	204.00	LF

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0705	02231	STRUCTURE GRANULAR BACKFILL	366.00	CUYD
0710	03299	ARMORED EDGE FOR CONCRETE	251.20	LF
0715	08003	FOUNDATION PREPARATION	1.00	LS
0720	08020	CRUSHED AGGREGATE SLOPE PROT	648.00	TON
0725	08033	TEST PILES	55.00	LF
0730	08046	PILES-STEEL HP12X53	840.00	LF
0735	08094	PILE POINTS-12 IN	40.00	EACH
0740	08100	CONCRETE-CLASS A	813.60	CUYD
0745	08104	CONCRETE-CLASS AA	845.20	CUYD
0750	08140	MECHANICAL REINF COUPLER #5 EPOXY COATED	1,668.00	EACH
0755	08151	STEEL REINFORCEMENT-EPOXY COATED	424,236.00	LB
0760	08669	PRECAST PC BOX BEAM SB21	3,176.00	LF
0765	20637ED	DRILLED SHAFT-ROCK 48 IN	243.00	LF
0770	20743ED	DRILLED SHAFT 54 IN-SOLID ROCK	168.00	LF
0775	20745ED	ROCK SOUNDINGS	264.80	LF
0780	20746ED	ROCK CORINGS	609.00	LF
0785	21321NC	CSL TESTING (4 TUBES)	27.00	EACH
0790	22417EN	DRILLED SHAFT-54 IN-COMMON	120.00	LF
0795	23378EC	CONCRETE SEALING	50,662.00	SQFT
0800	24405EC	MECHANICAL REINF COUPLER #8-EPOXY COATED	32.00	EACH
0805	25028ED	RAIL SYSTEM SINGLE SLOPE - 40 IN	407.00	LF
0810	02403	REMOVE CONCRETE MASONRY	12.50	CUYD
0815	08002	STRUCTURE EXCAV-SOLID ROCK	13.00	CUYD
0820	08003	FOUNDATION PREPARATION	1.00	LS
0825	08100	CONCRETE-CLASS A	31.00	CUYD
0830	08150	STEEL REINFORCEMENT	3,307.00	LB
0835	04903	REFERENCE MARKER	8.00	EACH
0840	06400	GMSS GALV STEEL TYPE A	5,556.00	LB
0845	06405	SBM ALUMINUM PANEL SIGNS	1,948.60	SQFT
0850	06406	SBM ALUM SHEET SIGNS .080 IN	23.00	SQFT
0855	06407	SBM ALUM SHEET SIGNS .125 IN	231.00	SQFT
0860	06410	STEEL POST TYPE 1	520.00	LF
0865	06412	STEEL POST MILE MARKERS	2.00	EACH
0870	06441	GMSS GALV STEEL TYPE C	3,111.00	LB
0875	06478	OSS GALV STEEL 75 FT TRUSS	1.00	EACH
0880	06480	OSS GALV STEEL 85 FT TRUSS	1.00	EACH
0885	06490	CLASS A CONCRETE FOR SIGNS	107.13	CUYD
0890	06491	STEEL REINFORCEMENT FOR SIGNS	8,437.00	LB
0895	20419ND	ROADWAY CROSS SECTION	10.00	EACH
0900	20912ND	BARRIER WALL POST	4.00	EACH
0905	21596ND	GMSS TYPE D	6.00	EACH
0910	24631EC	BARCODE SIGN INVENTORY	27.00	EACH
0915	02568	MOBILIZATION	1.00	LS
0920	02569	DEMOBILIZATION	1.00	LS

I-75 TENNESSEE STATE LINE-LEXINGTON PRIORITY SECTION OF WIDENING 1-75 FROM MP 23.2 IN WHITLEY COUNTY TO MP 28.90 US-25E NORTH OF CORBIN GRADE DRAIN & SURFACE WITH BRIDGE, A DISTANCE OF

MATERIAL SUMMARY

5.9 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0925	00001	DGA BASE	149,785.00	TON
0930	00008	CEMENT STABILIZED ROADBED	152,287.00	SQYD
0935	00018	DRAINAGE BLANKET-TYPE II-ASPH	105,117.00	TON
0940	00100	ASPHALT SEAL AGGREGATE	675.00	TON
0945	00103	ASPHALT SEAL COAT	82.10	TON
0950	00190	LEVELING & WEDGING PG64-22	28,433.00	TON
0955	00212	CL2 ASPH BASE 1.00D PG64-22	1,076.00	TON
0960	00214	CL3 ASPH BASE 1.00D PG64-22	42,524.00	TON
0965	00217	CL4 ASPH BASE 1.00D PG64-22	19,971.00	TON
0970	00219	CL4 ASPH BASE 1.00D PG76-22	38,634.00	TON
0975	00301	CL2 ASPH SURF 0.38D PG64-22	345.00	TON
0980	00339	CL3 ASPH SURF 0.38D PG64-22	15,186.00	TON
0985	00342	CL4 ASPH SURF 0.38A PG76-22	19,193.00	TON
0990	00358	ASPHALT CURING SEAL	177.00	TON
0995	02542	CEMENT	3,317.00	TON
1000	02676	MOBILIZATION FOR MILL & TEXT - WHITLEY	1.00	LS
1005	02677	ASPHALT PAVE MILLING & TEXTURING	11,506.00	TON
1010	02702	SAND FOR BLOTTER	553.00	TON
1015	24904EC	CL3 ASPH BASE CK PG64-22	24,232.00	TON
1020	24905EC	CL4 ASPH BASE CK PG64-22	26,549.00	TON
1025	24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	509.00	TON
1030	00078	CRUSHED AGGREGATE SIZE NO 2	130.00	TON
1035	01000	PERFORATED PIPE-4 IN	46,883.00	LF
1040	01001	PERFORATED PIPE-6 IN	22,198.00	LF
1045	01010	NON-PERFORATED PIPE-4 IN	1,584.00	LF
1050	01011	NON-PERFORATED PIPE-6 IN	624.00	LF
1055	01015	INSPECT & CERTIFY EDGE DRAIN SYSTEM - WHITLEY	1.00	LS
1060	01020	PERF PIPE HEADWALL TY 1-4 IN	68.00	EACH
1065	01028	PERF PIPE HEADWALL TY 3-4 IN	19.00	EACH
1070	01032	PERF PIPE HEADWALL TY 4-4 IN	41.00	EACH
1075	01033	PERF PIPE HEADWALL TY 4-6 IN	2.00	EACH
1080	01740	CORED HOLE DRAINAGE BOX CON-4 IN	1.00	EACH
1085	01741	CORED HOLE DRAINAGE BOX CON-6 IN	50.00	EACH
1090	01978	CONC MEDIAN BARRIER TYPE A TL5 56 IN	22,850.00	LF
1095	01982	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	386.00	EACH
1100	01983	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	14.00	EACH
1105	01984	DELINEATOR FOR BARRIER - WHITE	626.00	EACH
1110	01985	DELINEATOR FOR BARRIER - YELLOW	701.00	EACH
1115	01986	DELINEATOR FOR BARRIER WALL-B/Y	251.00	EACH
1120	02003	RELOCATE TEMP CONC BARRIER	36,646.00	LF
1125	02014	BARRICADE-TYPE III	4.00	EACH
1130	02159	TEMP DITCH	15,654.00	LF
1135	02160	CLEAN TEMP DITCH	7,826.00	LF
1140	02200	ROADWAY EXCAVATION	745,001.00	CUYD
1145	02242	WATER	7,123.00	MGAL
1150	02262	FENCE-WOVEN WIRE TYPE 1	1,921.00	LF
1155	02265	REMOVE FENCE	1,830.00	LF

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
1160	02268	REMOVE & REPLACE FENCE	48,750.00	LF
1165	02351	GUARDRAIL-STEEL W BEAM-S FACE	30,250.00	LF
1170	02360	GUARDRAIL TERMINAL SECTION NO 1	2.00	EACH
1175	02367	GUARDRAIL END TREATMENT TYPE 1	25.00	EACH
1180	02369	GUARDRAIL END TREATMENT TYPE 2A	25.00	EACH
1185	02381	REMOVE GUARDRAIL	27,547.00	LF
1190	02429	RIGHT-OF-WAY MONUMENT TYPE 1	15.00	EACH
1195	02432	WITNESS POST	15.00	EACH
1200	02484	CHANNEL LINING CLASS III	553.00	TON
1205	02545	CLEARING AND GRUBBING - 123.55 ACRES- WHITLEY	1.00	LS
1210	02555	CONCRETE-CLASS B	20.50	CUYD
1215	02562	TEMPORARY SIGNS	764.40	SQFT
1220	02585	EDGE KEY	308.00	LF
1225	02607	FABRIC-GEOTEXTILE CLASS 2 FOR PIPE	9,236.00	SQYD
1230	02650	MAINTAIN & CONTROL TRAFFIC - WHITLEY	1.00	LS
1235	02671	PORTABLE CHANGEABLE MESSAGE SIGN	6.00	EACH
1240	02696	SHOULDER RUMBLE STRIPS	107,964.00	LF
1245	02701	TEMP SILT FENCE	15,654.00	LF
1250	02703	SILT TRAP TYPE A	121.00	EACH
1255	02704	SILT TRAP TYPE B	121.00	EACH
1260	02705	SILT TRAP TYPE C	121.00	EACH
1265	02706	CLEAN SILT TRAP TYPE A	121.00	EACH
1270	02707	CLEAN SILT TRAP TYPE B	121.00	EACH
1275	02708	CLEAN SILT TRAP TYPE C	121.00	EACH
1280	02726	STAKING - WHITLEY	1.00	LS
1285	02731	REMOVE STRUCTURE - I-75 N.B. LYNN CAMP CREEK EXISTING STRUCTURE-WHITLEY	1.00	LS
1290	02731	REMOVE STRUCTURE - I-75 S.B. LYNN CAMP CREEK EXISTING STRUCTURE-WHITLEY	1.00	LS
1295	02731	REMOVE STRUCTURE - KY 1259 EXISTING STRUCTURE- WHITLEY	1.00	LS
1300	02731	REMOVE STRUCTURE - KY 312 EXISTING STRUCTURE-WHITLEY	1.00	LS
1305	02775	ARROW PANEL	4.00	EACH
1310	02898	RELOCATE CRASH CUSHION	4.00	EACH
1315	03171	CONC BARRIER WALL TYPE 9T	57,500.00	LF
1320	03225	TUBULAR MARKERS	96.00	EACH
1325	05950	EROSION CONTROL BLANKET	862.00	SQYD
1330	05952	TEMP MULCH	393,060.00	SQYD
1335	05953	TEMP SEEDING AND PROTECTION	293,598.00	SQYD
1340	05963	INITIAL FERTILIZER	18.00	TON
1345	05964	MAINTENANCE FERTILIZER	30.40	TON
1350	05985	SEEDING AND PROTECTION	586,657.00	SQYD
1355	05992	AGRICULTURAL LIMESTONE	363.60	TON
1360	06511	PAVE STRIPING-TEMP PAINT-6 IN	191,358.00	LF
1365	06511	PAVE STRIPING-TEMP PAINT-6 IN	181,414.00	LF
1370	06542	PAVE STRIPING-THERMO-6 IN W	86,717.00	LF
1375	06543	PAVE STRIPING-THERMO-6 IN Y	56,470.00	LF
1380	06546	PAVE STRIPING-THERMO-12 IN W	3,864.00	LF
1385	06549	PAVE STRIPING-TEMP REM TAPE-B	113,008.00	LF
1390	06556	PAVE STRIPING-DUR TY 1-6 IN W	4,141.00	LF

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
1395	06557	PAVE STRIPING-DUR TY 1-6 IN Y	3,144.00	LF
1400	06560	PAVE STRIPING-DUR TY 1-12 IN W	4,172.00	LF
1405	06568	PAVE MARKING-THERMO STOP BAR-24IN	82.00	LF
1410	06574	PAVE MARKING-THERMO CURV ARROW	45.00	EACH
1415	06578	PAVE MARKING-THERMO MERGE ARROW	15.00	EACH
1420	06589	PAVEMENT MARKER TYPE V-MW	85.00	EACH
1425	06610	INLAID PAVEMENT MARKER-MW	95.00	EACH
1430	06611	INLAID PAVEMENT MARKER-MY	84.00	EACH
1435	06613	INLAID PAVEMENT MARKER-B W/R	1,116.00	EACH
1440	06614	INLAID PAVEMENT MARKER-B Y/R	1,415.00	EACH
1445	08301	REMOVE SUPERSTRUCTURE - KY727 EXISTING SUPERSTRUCTURE-WHITLEY	1.00	LS
1450	08902	CRASH CUSHION TY VI CLASS B TL3	13.00	EACH
1455	08909	CRASH CUSHION TY VI CLASS D TL3	2.00	EACH
1460	10020NS	FUEL ADJUSTMENT	664,658.00	DOLL
1465	10030NS	ASPHALT ADJUSTMENT	772,257.00	DOLL
1470	20191ED	OBJECT MARKER TY 3	26.00	EACH
1475	20467NS112	RELOCATE TUBULAR MARKER	48.00	EACH
1480	20550ND	SAWCUT PAVEMENT	48,743.00	LF
1485	22664EN	WATER BLASTING EXISTING STRIPE	2,170.00	LF
1490	23274EN11F	TURF REINFORCEMENT MAT 1	2,026.00	SQYD
1495	23275EN11F	TURF REINFORCEMENT MAT 2	1,330.00	SQYD
1500	23875NC	REMOVE THERMOPLASTIC ARROWS	8.00	EACH
1505	23929EC	LIGHTWEIGHT AGGREGATE FILL	4,931.00	CUYD
1510	24255EC	REMOVE CABLE GUARDRAIL BARRIER SYSTEM	21,634.00	LF
1515	24640ED	OBJECT MARKER TYPE 1	2.00	EACH
1520	24679ED	PAVE MARK THERMO CHEVRON	480.00	SQFT
1525	24779EC	INTELLIGENT COMPACTION FOR SOIL	410,000.00	CUYD
1530	24780EC	INTELLIGENT COMPACTION FOR AGGREGATE	149,572.00	TON
1535	24781EC	INTELLIGENT COMPACTION FOR ASPHALT	343,322.00	TON
1540	24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	14,299,329.00	SF
1545	25075EC	QUEUE PROTECTION VEHICLE	1,600.00	HOUR
1550	25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3	12.00	EACH
1555	25079ED	THRIE BEAM GUARDRAIL TRANSITION TL-2	8.00	EACH
1560	25117EC	FURNISH QUEUE PROTECTION VEHICLES	48.00	MONT
1565	26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM	24.00	MONT
1570	26137EC	QUEUE WARNING PCMS	144.00	MONT
1575	26138EC	QUEUE WARNING PORTABLE RADAR SENSORS	144.00	MONT
1580	26248EC	ELECTRONIC DELIVERY MGMT SYSTEM - AGG - WHITLEY	1.00	LS
1585	00440	ENTRANCE PIPE-15 IN	216.00	LF
1590	00461	CULVERT PIPE-15 IN	276.00	LF
1595	00462	CULVERT PIPE-18 IN	207.00	LF
1600	00464	CULVERT PIPE-24 IN	128.00	LF
1605	00521	STORM SEWER PIPE-15 IN	1,717.00	LF
1610	00522	STORM SEWER PIPE-18 IN	1,012.00	LF
1615	00524	STORM SEWER PIPE-24 IN	18.00	LF
1620	01202	PIPE CULVERT HEADWALL-15 IN	4.00	EACH
1625	01204	PIPE CULVERT HEADWALL-18 IN	11.00	EACH
1630	01208	PIPE CULVERT HEADWALL-24 IN	6.00	EACH
1635	01310	REMOVE PIPE	1,069.00	LF

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
1640	01450	S & F BOX INLET-OUTLET-18 IN	2.00	EACH
1645	01480	CURB BOX INLET TYPE B	8.00	EACH
1650	01490	DROP BOX INLET TYPE 1	2.00	EACH
1655	01517	DROP BOX INLET TYPE 5F	2.00	EACH
1660	01624	CONC MED BARR BOX INLET TY B2 TL5 56	45.00	EACH
1665	01626	CONC MED BARR BOX INLET TY A2 TL5 56	3.00	EACH
1670	01641	JUNCTION BOX-15 IN	6.00	EACH
1675	01642	JUNCTION BOX-18 IN	3.00	EACH
1680	01643	JUNCTION BOX-24 IN	3.00	EACH
1685	01756	MANHOLE TYPE A	7.00	EACH
1690	01761	MANHOLE TYPE B	1.00	EACH
1695	24861EC	PVC FOLD AND FORM PIPE LINER-15 IN	3,834.00	LF
1700	24862EC	PVC FOLD AND FORM PIPE LINER-18 IN	4,419.00	LF
1705	24863EC	PVC FOLD AND FORM PIPE LINER-24 IN	2,805.00	LF
1710	24864EC	PVC FOLD AND FORM PIPE LINER-30 IN	711.00	LF
1715	24865EC	PVC FOLD AND FORM PIPE LINER-36 IN	299.00	LF
1720	26168EC	PVC FOLD AND FORM PIPE LINER-42 IN	319.00	LF
1725	01978	CONC MEDIAN BARRIER TYPE A TL5 56 IN	186.00	LF
1730	02231	STRUCTURE GRANULAR BACKFILL	260.00	CUYD
1735	02403	REMOVE CONCRETE MASONRY	84.50	CUYD
1740	02998	MASONRY COATING	972.00	SQYD
1745	03294	EXPAN JOINT REPLACE 1 1/2 IN	169.80	LF
1750	03299	ARMORED EDGE FOR CONCRETE	255.30	LF
1755	08003	FOUNDATION PREPARATION	1.00	LS
1760	08020	CRUSHED AGGREGATE SLOPE PROT	278.00	TON
1765	08033	TEST PILES	79.00	LF
1770	08046	PILES-STEEL HP12X53	769.00	LF
1775	08094	PILE POINTS-12 IN	24.00	EACH
1780	08100	CONCRETE-CLASS A	319.00	CUYD
1785	08104	CONCRETE-CLASS AA	255.00	CUYD
1790	08140	MECHANICAL REINF COUPLER #5 EPOXY COATED	792.00	EACH
1795	08151	STEEL REINFORCEMENT-EPOXY COATED	184,200.00	LB
1800	08435	JACK & SUPPORT BRIDGE SPAN	1.00	LS
1805	08469	EXPANSION DAM-1.5 IN NEOPRENE	95.00	LF
1810	08510	REM EPOXY BIT FOREIGN OVERLAY	1,570.00	SQYD
1815	08526	CONC CLASS M FULL DEPTH PATCH	6.60	CUYD
1820	08534	CONCRETE OVERLAY-LATEX	292.50	CUYD
1825	08671	PRECAST PC BOX BEAM SB33	901.70	LF
1830	20637ED	DRILLED SHAFT-ROCK 48 IN	52.00	LF
1835	20743ED	DRILLED SHAFT 54 IN-SOLID ROCK	70.00	LF
1840	20745ED	ROCK SOUNDINGS	113.00	LF
1845	20746ED	ROCK CORINGS	132.00	LF
1850	21321NC	CSL TESTING (4 TUBES)	6.00	EACH
1855	21969NN	BEARING REPLACEMENT	20.00	EACH
1860	22417EN	DRILLED SHAFT-54 IN-COMMON	98.00	LF
1865	23032EN	BRIDGE BARRIER RETROFIT	372.00	LF
1870	23378EC	CONCRETE SEALING	4,715.00	SQFT
1875	24094EC	PARTIAL DEPTH PATCHING	6.60	CUYD
1880	24179EC	MECHANICAL REINF COUPLER #4-EPOXY COATED	16.00	EACH
1885	24982EC	CONCRETE COATING - WHITLEY	1.00	LS

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
1890	02231	STRUCTURE GRANULAR BACKFILL	1,295.00	CUYD
1895	02403	REMOVE CONCRETE MASONRY	116.80	CUYD
1900	02998	MASONRY COATING	1,165.00	SQYD
1905	03299	ARMORED EDGE FOR CONCRETE	330.00	LF
1910	08003	FOUNDATION PREPARATION	1.00	LS
1915	08020	CRUSHED AGGREGATE SLOPE PROT	2,687.00	TON
1920	08033	TEST PILES	133.00	LF
1925	08046	PILES-STEEL HP12X53	1,264.00	LF
1930	08094	PILE POINTS-12 IN	32.00	EACH
1935	08100	CONCRETE-CLASS A	609.60	CUYD
1940	08104	CONCRETE-CLASS AA	1,241.50	CUYD
1945	08141	MECHANICAL REINF COUPLER #6 EPOXY COATED	1,692.00	EACH
1950	08150	STEEL REINFORCEMENT	14,193.00	LB
1955	08151	STEEL REINFORCEMENT-EPOXY COATED	358,978.00	LB
1960	08672	PRECAST PC BOX BEAM SB42	2,964.40	LF
1965	20637ED	DRILLED SHAFT-ROCK 48 IN	64.00	LF
1970	20743ED	DRILLED SHAFT 54 IN-SOLID ROCK	10.00	LF
1975	20745ED	ROCK SOUNDINGS	138.00	LF
1980	20746ED	ROCK CORINGS	172.00	LF
1985	21321NC	CSL TESTING (4 TUBES)	8.00	EACH
1990	22417EN	DRILLED SHAFT-54 IN-COMMON	132.00	LF
1995	22880ED	BARRIER WALL TRANSITION	70.00	LF
2000	23378EC	CONCRETE SEALING	41,069.00	SQFT
2005	25028ED	RAIL SYSTEM SINGLE SLOPE - 40 IN	890.00	LF
2010	02231	STRUCTURE GRANULAR BACKFILL	93.00	CUYD
2015	03299	ARMORED EDGE FOR CONCRETE	52.30	LF
2020	08003	FOUNDATION PREPARATION	1.00	LS
2025	08020	CRUSHED AGGREGATE SLOPE PROT	769.00	TON
2030	08033	TEST PILES	59.00	LF
2035	08046	PILES-STEEL HP12X53	245.00	LF
2040	08094	PILE POINTS-12 IN	12.00	EACH
2045	08100	CONCRETE-CLASS A	166.20	CUYD
2050	08104	CONCRETE-CLASS AA	328.50	CUYD
2055	08151	STEEL REINFORCEMENT-EPOXY COATED	120,892.00	LB
2060	08671	PRECAST PC BOX BEAM SB33	1,154.00	LF
2065	20637ED	DRILLED SHAFT-ROCK 48 IN	48.00	LF
2070	20743ED	DRILLED SHAFT 54 IN-SOLID ROCK	9.00	LF
2075	20745ED	ROCK SOUNDINGS	142.00	LF
2080	20746ED	ROCK CORINGS	129.00	LF
2085	21321NC	CSL TESTING (4 TUBES)	6.00	EACH
2090	22417EN	DRILLED SHAFT-54 IN-COMMON	118.00	LF
2095	23378EC	CONCRETE SEALING	20,787.00	SQFT
2100	25028ED	RAIL SYSTEM SINGLE SLOPE - 40 IN	586.00	LF
2105	02231	STRUCTURE GRANULAR BACKFILL	137.00	CUYD
2110	03299	ARMORED EDGE FOR CONCRETE	89.50	LF
2115	08002	STRUCTURE EXCAV-SOLID ROCK	88.00	CUYD
2120	08003	FOUNDATION PREPARATION	1.00	LS
2125	08020	CRUSHED AGGREGATE SLOPE PROT	505.00	TON
2130	08100	CONCRETE-CLASS A	316.00	CUYD
2135	08104	CONCRETE-CLASS AA	489.00	CUYD

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
2140	08134	MECHANICAL REINF COUPLER #9	12.00	EACH
2145	08140	MECHANICAL REINF COUPLER #5 EPOXY COATED	28.00	EACH
2150	08150	STEEL REINFORCEMENT	6,387.00	LB
2155	08151	STEEL REINFORCEMENT-EPOXY COATED	199,125.00	LB
2160	08671	PRECAST PC BOX BEAM SB33	1,641.00	LF
2165	20637ED	DRILLED SHAFT-ROCK 48 IN	10.00	LF
2170	20745ED	ROCK SOUNDINGS	144.00	LF
2175	20746ED	ROCK CORINGS	285.00	LF
2180	21321NC	CSL TESTING (4 TUBES)	15.00	EACH
2185	23378EC	CONCRETE SEALING	27,464.00	SQFT
2190	23583EC	DRILLED SHAFT-48 IN-COMMON	115.00	LF
2195	23584EC	DRILLED SHAFT-42 IN-ROCK	105.00	LF
2200	25028ED	RAIL SYSTEM SINGLE SLOPE - 40 IN	555.00	LF
2205	02403	REMOVE CONCRETE MASONRY	80.00	CUYD
2210	02603	FABRIC-GEOTEXTILE CLASS 2	1,454.00	SQYD
2215	02604	FABRIC-GEOTEXTILE CLASS 1A	8,359.00	SQYD
2220	02998	MASONRY COATING	2,199.00	SQYD
2225	03299	ARMORED EDGE FOR CONCRETE	256.00	LF
2230	08001	STRUCTURE EXCAVATION-COMMON	2,525.00	CUYD
2235	08002	STRUCTURE EXCAV-SOLID ROCK	1,495.00	CUYD
2240	08003	FOUNDATION PREPARATION	1.00	LS
2245	08019	CYCLOPEAN STONE RIP RAP	419.00	TON
2250	08020	CRUSHED AGGREGATE SLOPE PROT	930.00	TON
2255	08033	TEST PILES	106.00	LF
2260	08051	PILES-STEEL HP14X89	1,391.00	LF
2265	08095	PILE POINTS-14 IN	34.00	EACH
2270	08100	CONCRETE-CLASS A	1,629.00	CUYD
2275	08104	CONCRETE-CLASS AA	1,229.00	CUYD
2280	08107	CONCRETE-CLASS M 2	30.00	CUYD
2285	08130	MECHANICAL REINF COUPLER #5	44.00	EACH
2290	08131	MECHANICAL REINF COUPLER #6	22.00	EACH
2295	08132	MECHANICAL REINF COUPLER #7	32.00	EACH
2300	08134	MECHANICAL REINF COUPLER #9	40.00	EACH
2305	08135	MECHANICAL REINF COUPLER #10	48.00	EACH
2310	08136	MECHANICAL REINF COUPLER #11	80.00	EACH
2315	08140	MECHANICAL REINF COUPLER #5 EPOXY COATED	1,389.00	EACH
2320	08141	MECHANICAL REINF COUPLER #6 EPOXY COATED	1,303.00	EACH
2325	08150	STEEL REINFORCEMENT	225,614.00	LB
2330	08151	STEEL REINFORCEMENT-EPOXY COATED	498,471.00	LB
2335	08160	STRUCTURAL STEEL - 1,591,494 LBS	1.00	LS
2340	08170	SHEAR CONNECTORS - 8,820	1.00	LS
2345	08500	APPROACH SLAB	185.00	SQYD
2350	20214ED	CLEARING BRIDGE SITE	1.00	LS
2355	20745ED	ROCK SOUNDINGS	37.00	LF
2360	20746ED	ROCK CORINGS	196.80	LF
2365	22146EN	CONCRETE PATCHING REPAIR	80.00	SQFT
2370	23378EC	CONCRETE SEALING	34,572.00	SQFT
2375	23744EC	EPOXY INJECTION CRACK REPAIR	40.00	LF
2380	23859EC	FINGER EXPANSION JOINT	64.00	LF
2385	24405EC	MECHANICAL REINF COUPLER #8-EPOXY COATED	45.00	EACH

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
2390	24596EN	GRANULAR BACKFILL	2,190.00	CUYD
2395	24621EC	DRILLED SHAFT - 108 IN (COMMON)	29.00	LF
2400	24623EC	DRILLED SHAFT - 102 IN (SOLID ROCK)	94.80	LF
2405	25028ED	RAIL SYSTEM SINGLE SLOPE - 40 IN	1,195.00	LF
2410	02403	REMOVE CONCRETE MASONRY	80.00	CUYD
2415	02603	FABRIC-GEOTEXTILE CLASS 2	1,494.00	SQYD
2420	02604	FABRIC-GEOTEXTILE CLASS 1A	8,726.00	SQYD
2425	02998	MASONRY COATING	2,339.00	SQYD
2430	03299	ARMORED EDGE FOR CONCRETE	256.00	LF
2435	08001	STRUCTURE EXCAVATION-COMMON	2,581.00	CUYD
2440	08002	STRUCTURE EXCAV-SOLID ROCK	1,674.00	CUYD
2445	08003	FOUNDATION PREPARATION	1.00	LS
2450	08019	CYCLOPEAN STONE RIP RAP	965.00	TON
2455	08020	CRUSHED AGGREGATE SLOPE PROT	666.00	TON
2460	08033	TEST PILES	83.00	LF
2465	08051	PILES-STEEL HP14X89	967.00	LF
2470	08095	PILE POINTS-14 IN	34.00	EACH
2475	08100	CONCRETE-CLASS A	1,568.00	CUYD
2480	08104	CONCRETE-CLASS AA	1,392.00	CUYD
2485	08107	CONCRETE-CLASS M 2	30.00	CUYD
2490	08136	MECHANICAL REINF COUPLER #11	80.00	EACH
2495	08150	STEEL REINFORCEMENT	204,772.00	LB
2500	08151	STEEL REINFORCEMENT-EPOXY COATED	557,100.00	LB
2505	08160	STRUCTURAL STEEL - 2,124,938 LBS	1.00	LS
2510	08170	SHEAR CONNECTORS - 10,080	1.00	LS
2515	08500	APPROACH SLAB	185.00	SQYD
2520	20214ED	CLEARING BRIDGE SITE	1.00	LS
2525	20745ED	ROCK SOUNDINGS	64.00	LF
2530	20746ED	ROCK CORINGS	202.00	LF
2535	22146EN	CONCRETE PATCHING REPAIR	80.00	SQFT
2540	23378EC	CONCRETE SEALING	39,232.00	SQFT
2545	23744EC	EPOXY INJECTION CRACK REPAIR	40.00	LF
2550	23859EC	FINGER EXPANSION JOINT	64.00	LF
2555	24596EN	GRANULAR BACKFILL	2,390.00	CUYD
2560	24621EC	DRILLED SHAFT - 108 IN (COMMON)	56.00	LF
2565	24623EC	DRILLED SHAFT - 102 IN (SOLID ROCK)	100.00	LF
2570	25028ED	RAIL SYSTEM SINGLE SLOPE - 40 IN	1,336.00	LF
2575	02403	REMOVE CONCRETE MASONRY	17.00	CUYD
2580	08003	FOUNDATION PREPARATION	1.00	LS
2585	08100	CONCRETE-CLASS A	28.70	CUYD
2590	08150	STEEL REINFORCEMENT	2,480.00	LB
2595	04903	REFERENCE MARKER	32.00	EACH
2600	06400	GMSS GALV STEEL TYPE A	9,383.00	LB
2605	06405	SBM ALUMINUM PANEL SIGNS	4,518.30	SQFT
2610	06406	SBM ALUM SHEET SIGNS .080 IN	52.00	SQFT
2615	06407	SBM ALUM SHEET SIGNS .125 IN	648.00	SQFT
2620	06410	STEEL POST TYPE 1	1,330.00	LF
2625	06412	STEEL POST MILE MARKERS	10.00	EACH
2630	06441	GMSS GALV STEEL TYPE C	7,183.00	LB
2635	06477	OSS GALV STEEL 70 FT TRUSS	2.00	EACH

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
2640	06480	OSS GALV STEEL 85 FT TRUSS	3.00	EACH
2645	06490	CLASS A CONCRETE FOR SIGNS	260.84	CUYD
2650	06491	STEEL REINFORCEMENT FOR SIGNS	21,736.00	LB
2655	20419ND	ROADWAY CROSS SECTION	27.00	EACH
2660	20912ND	BARRIER WALL POST	16.00	EACH
2665	21596ND	GMSS TYPE D	12.00	EACH
2670	24631EC	BARCODE SIGN INVENTORY	73.00	EACH
2675	02568	MOBILIZATION	1.00	LS
2680	02569	DEMOBILIZATION	1.00	LS

GUARDRAIL DELIVERY VERIFICATION SHEET

Contract Id: _____ **Contractor: _____**

Section Engineer: _____ **District & County: _____**

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

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

Printed Section Engineer's Representative_____ & Date_____

Signature Section Engineer's Representative_____& Date_____

Printed Contractor's Representative_____& Date_____

Signature Contractor's Representative_____& Date_____

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

Printed Bailey Bridge Yard Representative_____ & Date_____

Signature Bailey Bridge Yard Representative_____& Date_____

Printed Contractor's Representative_____& Date_____

Signature Contractor's Representative_____& Date_____

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

Completed Form Submitted to Section Engineer Date: _____ By: _____

PART II

SPECIFICATIONS AND STANDARD DRAWINGS

STANDARD SPECIFICATIONS

Any reference in the plans or proposal to previous editions of the *Standard Specifications for Road and Bridge Construction* and *Standard Drawings* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2019* and *Standard Drawings, Edition of 2020.*

SUPPLEMENTAL SPECIFICATIONS

The contractor shall use the Supplemental Specifications that are effective at the time of letting. The Supplemental Specifications can be found at the following link:
http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx

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SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

2.0 MATERIALS.

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

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

2.2 Sign and Controls. All signs must:

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

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

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

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

2.3 Power.

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

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

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

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

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

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

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

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

Code	Pay Item	Pay Unit
02671	Portable Changeable Message Sign	Each

Effective June 15, 2012

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SPECIAL NOTE FOR ROCK BLASTING

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

1.0 DESCRIPTION. This work consists of fracturing rock and constructing stable final rock cut faces using presplit blasting and production blasting techniques.

2.0 MATERIALS. Deliver, store, and use explosives according to the manufacturer's recommendations and applicable laws. Do not use explosives outside their recommended use date. Verify date of manufacture and provide copies of the technical data sheets (TDS) and material safety data sheets (MSDS) to the Engineer. Explosives and initiating devices include, but are not necessarily limited to, dynamite and other high explosives, slurries, water gels, emulsions, blasting agents, initiating explosives, detonators, blasting caps, and detonating cord.

3.0 CONSTRUCTION. Furnish copies or other proof of all-applicable permits and licenses. Comply with Federal, State, and local regulations on the purchase, transportation, storage, and use of explosive material. Regulations include but are not limited to the following:

1) KRS 351.310 through 351.9901.
2) 805 KAR 4:005 through 4:165
3) Applicable rules and regulations issued by the Office of Mine Safety and Licensing.
4) Safety and health. OSHA, 29 CFR Part 1926, Subpart U.
5) Storage, security, and accountability. Bureau of Alcohol, Tobacco, and Firearms (BATF), 27 CFR Part 181.
6) Shipment. DOT, 49 CFR Parts 171-179, 390-397.

3.1 Blaster-in-Charge. Designate in writing a blaster-in-charge and any proposed alternates for the position. Submit documentation showing the blaster-in-charge, and alternates, have a valid Kentucky blaster's license. Ensure the blaster-in-charge or approved alternate is present at all times during blasting operations.

3.2 **Blasting Plans.** Blasting plans and reports are for quality control and record keeping purposes. Blasting reports are to be signed by the blaster-in-charge or the alternate blaster-in-charge. The general review and acceptance of blasting plans does not relieve the Contractor of the responsibility whatsoever for conformance to regulations or for obtaining the required results. All blasting plans shall be submitted to the Engineer. The Engineer will be responsible for submitting the plan to the Central Office Division of Construction and the Division of Mine Reclamation and Enforcement, Explosives and Blasting Branch at the following address: 2 Hudson Hollow, Frankfort, Kentucky, 40601.

A) General Blasting Plan. Submit a general blasting plan for acceptance at least 15 working days before drilling operations begin. Include, as a minimum, the following safety and procedural details:

1) Working procedures and safety precautions for storing, transporting, handling, detonating explosives. Include direction on pre and post blast audible procedures, methods of addressing misfires, and methods of addressing inclement weather, including lightning.
2) Proposed product selection for both dry and wet holes. Furnish Manufacturer's TDS and MSDS for all explosives, primers, initiators, and other blasting devices.
3) Proposed initiation and delay methods.
4) Proposed format for providing all the required information for the site specific blasting shot reports.

B) Preblast Meeting. Prior to drilling operations, conduct a preblast meeting to discuss safety and traffic control issues and any site specific conditions that will need to be addressed. Ensure, at a minimum, that the Engineer or lead inspector, Superintendent, blaster-in-charge, and all personnel involved in the blasting operation are present. Site specific conditions include blast techniques; communication procedures; contingency plans and equipment for dealing with errant blast material. The conditions of the General Blasting plan will be discussed at this meeting. Record all revisions and additions made to the blasting plan and obtain written concurrence by the blaster-in-charge. Provide a copy of the signed blast plan to the Engineer along with the sign in sheet from the preblast meeting.

3.3 Preblast Condition Survey and Vibration Monitoring and Control. Before blasting, arrange for a preblast condition survey of nearby buildings, structures, or utilities, within 500 feet of the blast or that could be at risk from blasting damage. Provide the Engineer a listing of all properties surveyed and any owners denying entry or failing to respond. Notify the Engineer and occupants of buildings at risk at least 24 hours before blasting.

Limit ground vibrations and airblast to levels that will not exceed limits of 805 KAR 4:005 through 4:165. More restrictive levels may be specified in the Contract.

Size all blast designs based on vibration, distance to nearest building or utility, blast site geometry, atmospheric conditions and other factors. Ground vibrations are to be controlled according to the blasting standards and scaled distance formulas in 805 KAR 4:020 or by the use of seismographs as allowed in 805 KAR 4:030. The Department will require seismographs at the nearest allowable location to the protected site when blasting occurs within 500 feet of buildings, structures, or utilities.

3.4 Blasting. Drill and blast at the designated slope lines according to the blasting plan. Perform presplitting to obtain smooth faces in the rock and shale formations. Perform the presplitting before blasting and excavating the interior portion of the specified cross section at any location. The Department may allow blasting for fall benches and haul roads prior to presplitting when blasting is a sufficient distance from the final slope and results are satisfactory to the Engineer. Use the types of explosives and blasting accessories necessary to obtain the required results.

Free blast holes of obstructions for their entire depth. Place charges without caving the blast hole walls. Stem the upper portion of all blast holes with dry sand or other granular material passing the 3/8-inch sieve. Dry drill cuttings are acceptable for stemming when blasts are more than 800 feet from the nearest dwelling.

Stop traffic during blasting operations when blasting near any road and ensure traffic does not pass through the Danger Zone. The blaster-in-charge will define the Danger Zone prior to each blast. Ensure traffic is stopped outside the Danger Zone, and in no case within 800 feet of the blast location.

Following a blast, stop work in the entire blast area, and check for misfires before allowing worker to return to excavate the rock.

Remove or stabilize all cut face rock that is loose, hanging, or potentially dangerous. Leave minor irregularities or surface variations in place if they do not create a hazard. Drill the next lift only after the cleanup work and stabilization work is complete.

When blasting operations cause fracturing of the final rock face, repair or stabilize it in an approved manner at no cost to the Department.

Halt blasting operations in areas where any of the following occur:

1) Slopes are unstable;
2) Slopes exceed tolerances or overhangs are created;
3) Backslope damage occurs;
4) Safety of the public is jeopardized;
5) Property or natural features are endangered;
6) Fly rock is generated; or
7) Excessive ground or airblast vibrations occur in an area where damage to buildings, structures, or utilities is possible.
8) The Engineer determines that materials have become unsuitable for blasting

Blasting operations may continue at a reasonable distance from the problem area or in areas where the problems do not exist. Make the necessary modifications to the blasting operations and perform a test blast to demonstrate resolution of the problem.

A) Drill Logs. Maintain a layout drawing designating hole numbers with corresponding drill logs and provide a copy of this information to the blaster prior to loading the hole. Ensure the individual hole logs completed by the driller(s) show their name; date drilled; total depth drilled; and depths and descriptions of significant conditions encountered during drilling that may affect loading such as water, voids, changes in rock type.

B) Presplitting. Conduct presplitting operations in conformance with Subsection 204.03.04 of the Standard Specifications for Road and Bridge Construction.

3.5 Shot Report. Maintain all shot reports on site for review by the Department. Within one day after a blast, complete a shot report according to the record keeping requirements of 805 KAR 4:050. Include all results from airblast and seismograph monitoring.

3.6 Unacceptable Blasting. When unacceptable blasting occurs, the Department will halt all blasting operations. Blasting will not resume until the Department completes its investigation and all concerns are addressed. A blast is unacceptable when it results in fragmentation beyond the final rock face, fly rock, excessive vibration or airblast, overbreak, damage to the final rock face or overhang. Assume the cost for all resulting damages to private and public property and hold the Department harmless.

11D

When an errant blast or fly rock causes damage to or blocks a road or conveyance adjacent to the roadway, remove all debris from the roadway as quickly as practicable and perform any necessary repairs. Additionally, when specified in the Contract, the Department will apply a penalty.

Report all blasting accidents to the Division of Mine Reclamation and Enforcement, Explosives and Blasting Branch at 502-564-2340.

4.0 MEASUREMENT AND PAYMENT. The Department will not measure this work for payment and will consider all items contained in this note to be incidental to either Roadway Excavation or Embankment-in-Place, as applicable. However, if the Engineer directs in writing slope changes, then the Department will pay for the second presplitting operation as Extra Work.

The Department will measure for payment material lying outside the typical section due to seams, broken formations, or earth pockets, including any earth overburden removed with this material, only when the work is performed under authorized adjustments.

The Department will not measure for payment any extra material excavated because of the drill holes being offset outside the designated slope lines.

The Department will not measure for payment any material necessary to be removed due to the inefficient or faulty blasting practices.

July 1, 2022

SPECIAL NOTE FOR BARCODE LABEL ON PERMANENT SIGNS

1.0 DESCRIPTION. Install barcode label on sheeting signs. Section references herein are to the Department's Standard Specifications for Road and Bridge Construction, current edition.

2.0 MATERIALS. The Department will provide the Contractor with a 2 inch x 1 inch foil barcode label for each permanent sheeting sign. A unique number will be assigned to each barcode label.

The Contractor shall contact the Operations and Pavement Management Branch in the Division of Maintenance at (502) 564-4556 to obtain the barcode labels.

3.0 CONSTRUCTION. Apply foil barcode label in the lower right quadrant of the sign back. Signs where the bottom edge is not parallel to the ground, the lowest corner of the sign shall serve as the location to place the barcode label. The barcode label shall be placed no less than one-inch and no more than three inches from any edge of the sign. The barcode must be placed so that the sign post does not cover the barcode label.

Barcodes shall be applied in an indoor setting with a minimum air temperature of 50°F or higher. Prior to application of the barcode label, the back of the sign must be clean and free of dust, oil, etc. If the sign is not clean, an alcohol swab shall be used to clean the area. The area must be allowed to dry prior to placement of the barcode label.

Data for each sign shall include the barcode number, MUTCD reference number, sheeting manufacturer, sheeting type, manufacture date, color of primary reflective surface, installation date, latitude and longitude using the North American Datum of 1983 (NAD83) or the State Plane Coordinates using an x and y ordinate of the installed location.

Data should be provided electronically on the TC 71-229 Sign Details Information and TC 71-230 Sign Assembly Information forms. The Contractor may choose to present the data in a different format provided that the information submitted to the Department is equivalent to the information required on the Department TC forms. The forms must be submitted in electronic format regardless of which type of form is used. The Department will not accept PDF or handwritten forms. These completed forms must be submitted to the Department prior to final inspection of the signs. The Department will not issue formal acceptance for the project until the TC 71-229 and TC-230 electronic forms are completed for all signs and sign assemblies on the project.

4.0 MEASUREMENT. The Department will measure all work required for the installation of the barcode label and all work associated with completion and submission of the sign inventory data (TC 71-229 and TC 71-230).

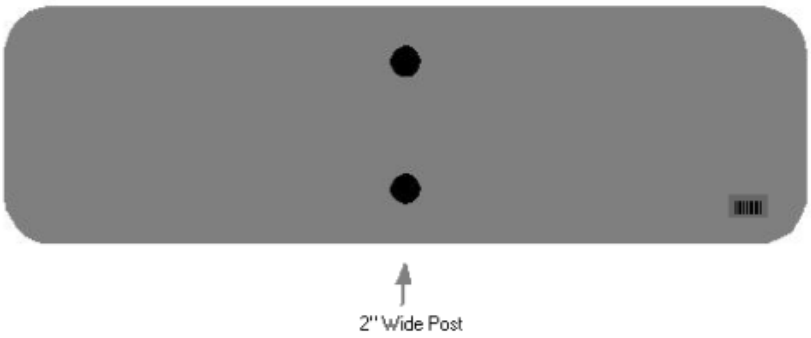
The installation of the permanent sign will be measured in accordance to Section 715.

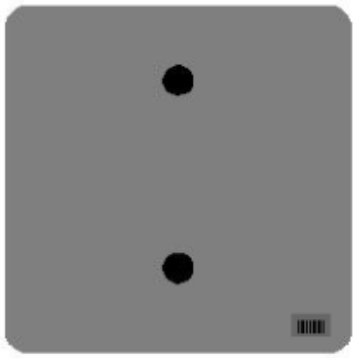
5.0 PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

Code	Pay Item	Pay Unit
24631EC	Barcode Sign Inventory	Each

The Department will not make payment for this item until all barcodes are installed and sign inventory is complete on every permanent sign installed on the project. The Department will make payment for installation of the permanent sign in accordance to Section 715. The Department will consider payment as full compensation for all work required under this special note.

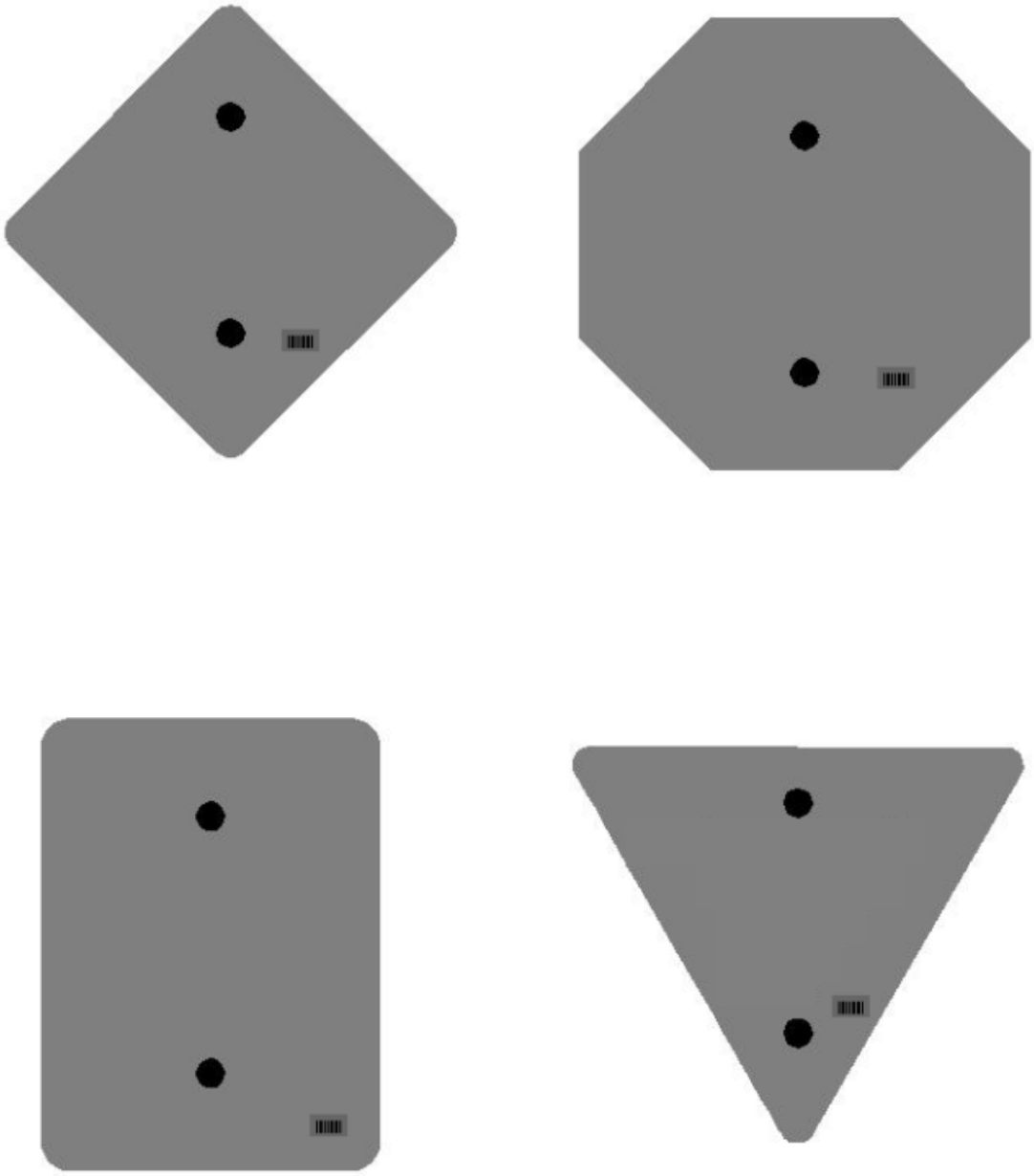
One Sign Post



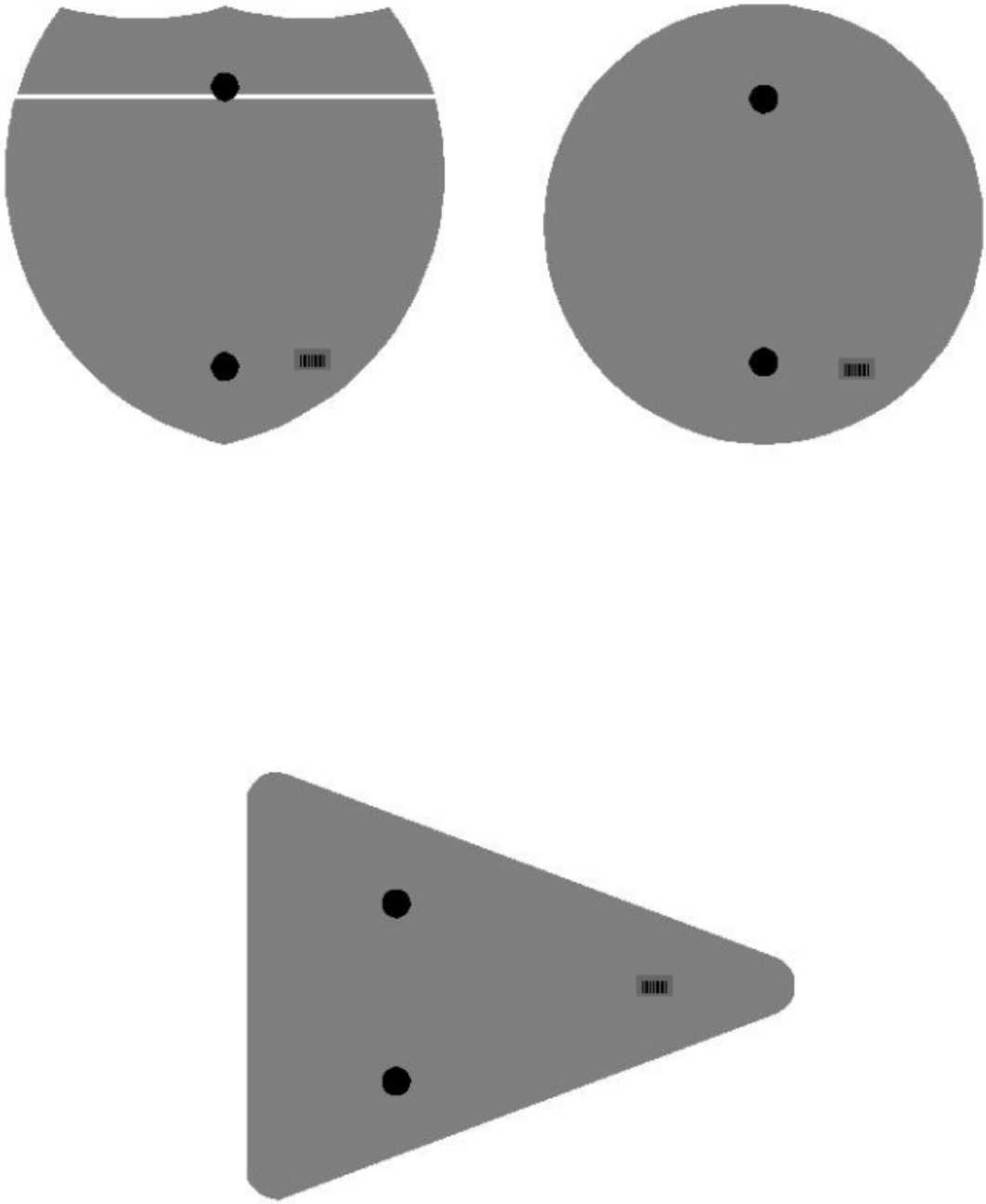




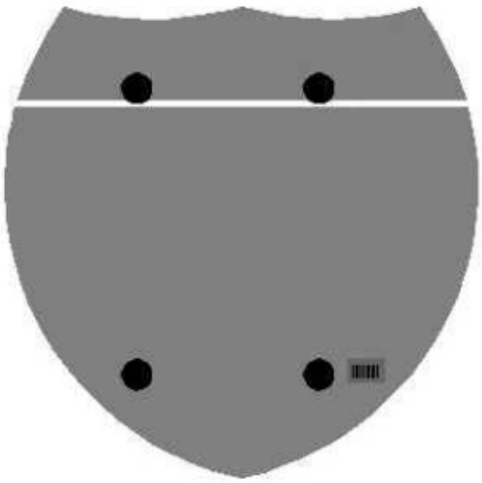
One Sign Post



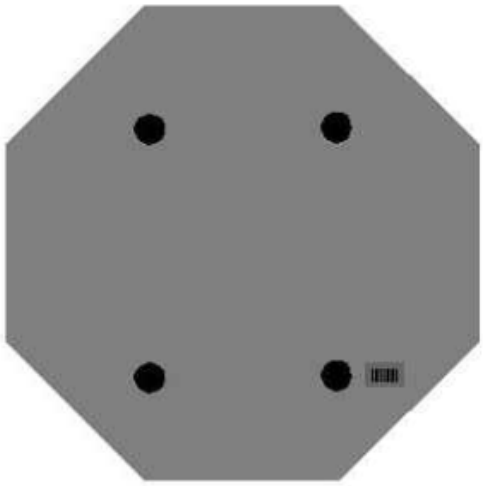
One Sign Post



Double Sign Post



Interstate
Shield

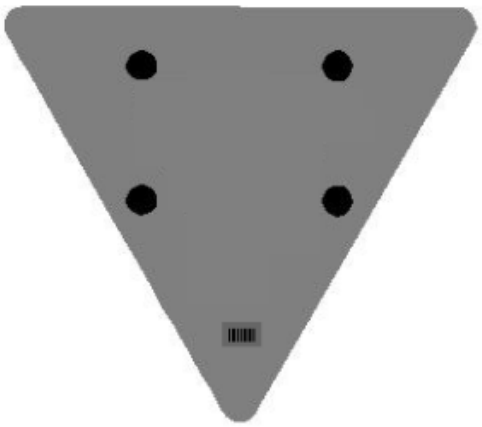


48" Stop

2 Post Signs







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SPECIAL NOTE FOR LONGITUDINAL PAVEMENT JOINT ADHESIVE

1. DESCRIPTION. This specification covers the requirements and practices for applying an asphalt adhesive material to the longitudinal joint of the surface course of an asphalt pavement. Apply the adhesive to the face of longitudinal joint between driving lanes for the first lane paved. Then, place and compact the adjacent lane against the treated face to produce a strong, durable, waterproof longitudinal joint.

2. MATERIALS, EQUIPMENT, AND PERSONNEL.

2.1 Joint Adhesive. Provide material conforming to Subsection 2.1.1.

2.1.1 Provide an adhesive conforming to the following requirements:

Property	Specification	Test Procedure
Viscosity, 400 ° F (Pa·s)	4.0 – 10.0	ASTM D 4402
Cone Penetration, 77 ° F	60 – 100	ASTM D 5329
Flow, 140 ° F (mm)	5.0 max.	ASTM D 5329
Resilience, 77 ° F (%)	30 min.	ASTM D 5329
Ductility, 77 ° F (cm)	30.0 min.	ASTM D 113
Ductility, 39 ° F (cm)	30.0 min.	ASTM D 113
Tensile Adhesion, 77 ° F (%)	500 min.	ASTM D 5329, Type II
Softening Point, ° F	171 min.	AASHTO T 53
Asphalt Compatibility	Pass	ASTM D 5329

Ensure the temperature of the pavement joint adhesive is between 380 and 410 °F when the material is extruded in a 0.125-inch-thick band over the entire face of the longitudinal joint.

2.2. Equipment.

2.2.1 Melter Kettle. Provide an oil-jacketed, double-boiler, melter kettle equipped with any needed agitation and recirculating systems.

2.2.2 Applicator System. Provide a pressure-feed-wand applicator system with an applicator shoe attached.

2.3 Personnel. Ensure a technical representative from the manufacturer of the pavement joint adhesive is present during the initial construction activities and available upon the request of the Engineer.

3. CONSTRUCTION.

3.1 Surface Preparation. Prior to the application of the pavement joint adhesive, ensure the face of the longitudinal joint is thoroughly dry and free from dust or any other debris that would inhibit adhesion. Clean the joint face by the use of compressed air.

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Ensure this preparation process occurs shortly before application to prevent the return of debris on the joint face.

3.2 Pavement Joint Adhesive Application. Ensure the ambient temperature is a minimum of 40 ^{o} F during the application of the pavement joint adhesive. Prior to applying the adhesive, demonstrate competence in applying the adhesive according to this note to the satisfaction of the Engineer. Heat the adhesive in the melter kettle to the specified temperature range. Pump the adhesive from the melter kettle through the wand onto the vertical face of the cold joint. Apply the adhesive in a continuous band over the entire face of the longitudinal joint. Do not use excessive material in either thickness or location. Ensure the edge of the extruded adhesive material is flush with the surface of the pavement. Then, place and compact the adjacent lane against the joint face. Remove any excessive material extruded from the joint after compaction (a small line of material may remain).

3.3 Pavement Joint Adhesive Certification. Furnish the joint adhesive's certification to the Engineer stating the material conforms to all requirements herein prior to use.

3.4 Sampling and Testing. The Department will require a random sample of pavement joint adhesive from each manufacturer's lot of material. Extrude two 5 lb. samples of the heated material and forward the sample to the Division of Materials for testing. Reynolds oven bags, turkey size, placed inside small cardboard boxes or cement cylinder molds have been found suitable. Ensure the product temperature is 400°F or below at the time of sampling.

4. MEASUREMENT. The Department will measure the quantity of Pavement Joint Adhesive in linear feet. The Department will not measure for payment any extra materials, labor, methods, equipment, or construction techniques used to satisfy the requirements of this note. The Department will not measure for payment any trial applications of Pavement Joint Adhesive, the cleaning of the joint face, or furnishing and placing the adhesive. The Department will consider all such items incidental to the Pavement Joint Adhesive.

5. PAYMENT. The Department will pay for the Pavement Joint Adhesive at the Contract unit bid price and apply an adjustment for each manufacturer's lot of material based on the degree of compliance as defined in the following schedule. When a sample fails on two or more tests, the Department may add the deductions, but the total deduction will not exceed 100 percent.

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Pavement Joint Adhesive Price Adjustment Schedule						
Test	Specification	100% Pay	90% Pay	80% Pay	50% Pay	0% Pay
Joint Adhesive Referenced in Subsection 2.1.1						
Viscosity, 400 ° F (Pa•s)			3.0-3.4	2.5-2.9	2.0-2.4	≤1.9
ASTM D 3236	4.0-10.0	3.5-10.5	10.6-11.0	11.1-11.5	11.6-12.0	≥ 12.1
Cone Penetration, 77 ° F			54-56	51-53	48-50	≤ 47
ASTM D 5329	60-100	57-103	104-106	107-109	110-112	≥ 113
Flow, 140 ° F (mm) ASTM D 5329	≤ 5.0	≤ 5.5	5.6-6.0	6.1-6.5	6.6-7.0	≥ 7.1
Resilience, 77 ° F (%) ASTM D 5329	≥ 30	≥ 28	26-27	24-25	22-23	≤ 21
Tensile Adhesion, 77 ° F (%) ASTM D 5329	≥ 500	≥ 490	480-489	470-479	460-469	≤ 459
Softening Point, ° F AASHTO T 53	≥ 171	≥ 169	166-168	163-165	160-162	≤ 159
Ductility, 77 ° F (cm) ASTM D 113	≥ 30.0	≥ 29.0	28.0-28.9	27.0-27.9	26.0-26.9	≤ 25.9
Ductility, 39 ° F (cm) ASTM D 113	≥ 30.0	≥ 29.0	28.0-28.9	27.0-27.9	26.0-26.9	≤ 25.9

Code	Pay Item	Pay Unit
20071EC	Joint Adhesive	Linear Foot

May 7, 2014

SPECIAL PROVISION FOR EMBANKMENT AT BRIDGE END BENT STRUCTURES

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

1.0 DESCRIPTION. Construct a soil, granular, or rock embankment with soil, granular or cohesive pile core and place structure granular backfill, as the Plans require. Construct the embankment according to the requirements of this Special Provision, the Plans, Standard Drawing RGX 100 and 105, and the Standard Specifications, Current Edition.

2.0 MATERIALS.

2.1 Granular Embankment. Conform to Subsection 805.10. When Granular Embankment materials are erodible or unstable according to Subsection 805.03.04, use the Special Construction Methods found in 3.2 of the Special Provision.

2.2 Rock Embankment. Provide durable rock from roadway excavation that consists principally of Unweathered Limestone, Durable Shale (SDI equal to or greater than 95 according to KM 64-513), or Durable Sandstone.

2.3 Pile Core. Provide a pile core in the area of the embankments where deep foundations are to be installed unless otherwise specified. The Pile Core is the zone indicated on Standard Drawings RGX 100 and 105 designated as Pile Core. Material control of the pile core area during embankment construction is always required. Proper Pile Core construction is required for installation of foundation elements such as drilled or driven piles or drilled shafts. The type of material used to construct the pile core is as directed in the plans or below. Typically, the pile core area will be constructed from the same material used to construct the surrounding embankment. Pile Core can be classified as one of three types:

A) Pile Core - Conform to Section 206 of the Standard Specifications. Provide pile core material consisting of the same material as the adjacent embankment except the material in the pile core area shall be free of boulders or particle sizes larger than 4 inches in any dimension or any other obstructions that may hinder pile driving operations. If the pile core material hinders pile driving operations, take the appropriate means necessary to reach the required pile tip elevation, at no expense to the Department.

B) Granular Pile Core. Granular pile core is required only when specified in the plans. Select a gradation of durable rock to facilitate pile driving that conforms to Subsection 805.11. If granular pile core material hinders pile driving operations, take appropriate means necessary to reach the required pile tip elevation, at no expense to the Department.

C) Cohesive Pile Core. Cohesive Pile Core is required only when specified in the plans. Conform to Section 206 of the Standard Specifications and use soil with at least 50 percent passing a No. 4 sieve having a minimum Plasticity Index (PI) of 10. In addition, keep the cohesive pile core free of boulders, larger than 4 inches in any dimension, or any other obstructions, which would interfere with drilling operations. If cohesive pile core material interferes with drilling operations, take appropriate means necessary to maintain excavation stability, at no expense to the Department.

2.4 Structure Granular Backfill. Conform to Subsection 805.11

2.5 Geotextile Fabric. Conform to Class 1 or Class 2 in Section 214 and 843.

3.0 CONSTRUCTION.

3.1 General. Construct roadway embankments at end bents according to Section 206 and in accordance with the Special Provision, the Plans, and Standard Drawings for the full embankment section. In some instances, granular or rock embankment will be required for embankment construction for stability purposes, but this special provision does not prevent the use of soil when appropriate. Refer to the plans for specific details regarding material requirements for embankment construction.
Place and compact the pile core and structure granular backfill according to the applicable density requirements for the project. If the embankment and pile core are dissimilar materials (i.e., a granular pile core is used with a soil embankment or a cohesive pile core is used with a granular embankment), a Geotextile Fabric, will be required between the pile core and embankment in accordance with Sections 214 and 843 of the Standard Specifications.

When granular or rock embankment is required for embankment construction, conform to the general requirements of Subsection 206.03.02 B. In addition, place the material in no greater than 2-foot loose lifts and compact with a vibrating smooth wheel roller capable of producing a minimum centrifugal force of 15 tons. Apply these requirements to the full width of the embankment for a distance of half the embankment height or 50 feet, whichever is greater, as shown on Standard Drawing RGX-105.

When using granular pile core, install 8-inch perforated underdrain pipe at or near the elevation of the original ground in the approximate locations depicted on the standard drawing, and as the Engineer directs, to ensure positive drainage of the embankment. Wrap the perforated pipe with a fabric of a type recommended by the pipe manufacturer.

After constructing the embankment, excavate for the end bent cap, drive piling, install shafts or other foundation elements, place the mortar bed, construct the end bent, and complete the embankment to finish grade according to the construction sequence shown on the Plans or Standard Drawings and as specified hereinafter.

Certain projects may require widening of existing embankments and the removal of substructures. Construct embankment according to the plans. Substructure removal shall be completed according to the plans and Section 203. Excavation may be required at the existing embankment in order to place the structure granular backfill as shown in the Standard Drawings.
After piles are driven or shafts installed (see design drawings), slope the bottom of the excavation towards the ends of the trench as noted on the plans for drainage. Using a separate pour, place concrete mortar, or any class concrete, to provide a base for forming and placing the cap. Place side forms for the end bent after the mortar has set sufficiently to support workmen and forms without being disturbed.

Install 4-inch perforated pipe in accordance with the plans and Standard Drawings. In the event slope protection extends above the elevation of the perforated pipe, extend the pipe through the slope protection.

After placing the end bent cap and achieving required concrete cylinder strengths, remove adjacent forms and fill the excavation with compacted structure granular backfill material (maximum 1’ loose lifts) to the level of the berm prior to placing beams for the bridge. Place a geotextile fabric between embankment material and structure granular backfill. After completing the end bent backwall, or after completing the span end wall, place the compacted structure granular backfill (maximum 1’

loose lifts) to subgrade elevation. If the original excavation is enlarged, fill the entire volume with compacted structure granular backfill (maximum 1' loose lifts) at no expense to the Department. Do not place backfill before removing adjacent form work. Place structure granular backfill material in trench ditches at the ends of the excavation. Place Geotextile Fabric, over the surface of the compacted structure granular backfill prior to placing aggregate base course.

Tamp the backfill with hand tampers, pneumatic tampers, or other means approved by the Engineer. Thoroughly compact the backfill under the overhanging portions of the structure to ensure that the backfill is in intimate contact with the sides of the structure.

Do not apply seeding, sodding, or other vegetation to the exposed granular embankment.

3.2 Special Construction Methods. Erodible or unstable materials may erode even when protected by riprap or channel lining; use the special construction method described below when using these materials.

Use fine aggregates or friable sandstone granular embankment at "dry land" structures only. Do not use them at stream crossings or locations subject to flood waters.

For erodible or unstable materials having 50 percent or more passing the No. 4 sieve, protect with geotextile fabric. Extend the fabric from the original ground to the top of slope over the entire area of the embankment slopes on each side of, and in front of, the end bent. Cover the fabric with at least 12 inches of non-erodible material.

For erodible or unstable materials having less than 50 percent passing a No. 4 sieve, cover with at least 12 inches of non-erodible material.

Where erodible or unstable granular embankment will be protected by riprap or channel lining, place a geotextile fabric between the embankment and the specified slope protection.

4.0 MEASUREMENT.

4.1 Granular Embankment. The Department will measure the quantity in cubic yards using the plan quantity, increased or decreased by authorized adjustments as specified in Section 204. The Department will not measure for payment any Granular Embankment that is not called for in the plans.

The Department will not measure for payment any special construction caused by using erodible or unstable materials and will consider it incidental to the Granular Embankment regardless of whether the erodible or unstable material was specified or permitted.

4.2 Rock Embankment. The Department will not measure for payment any rock embankment and will consider it incidental to roadway excavation or embankment in place, as applicable. Rock embankments will be constructed using granular embankment on projects where there is no available rock present within the excavation limits of the project.

4.3 Pile Core. Pile core will be measured and paid under roadway excavation or embankment in place, as applicable. The Department will not measure the pile core for separate payment. The Department will not measure for payment the 8-inch perforated underdrain pipe and will consider it incidental to the Pile Core.

4.4 Structure Granular Backfill. The Department will measure the quantity in cubic yards using the plan quantity, increased or decreased by authorized adjustments as specified in Section 204. The

Department will not measure any additional material required for backfill outside the limits shown on the Plans and Standard Drawings for payment and will consider it incidental to the work.

The Department will not measure for payment the 4-inch perforated underdrain pipe and will consider it incidental to the Structure Granular Backfill.

4.5 Geotextile Fabric. The Department will not measure the quantity of fabric used for separating dissimilar materials when constructing the embankment and pile core and will consider it incidental to embankment construction.

The Department will not measure for payment the Geotextile Fabric used to separate the Structure Granular Backfill from the embankment and aggregate base course and will consider it incidental to Structure Granular Backfill.

The Department will not measure for payment the Geotextile Fabric required for construction with erodible or unstable materials and will consider it incidental to embankment construction.

4.6 End Bent. The Department will measure the quantities according to the Contract. The Department will not measure furnishing and placing the 2-inch mortar or concrete bed for payment and will consider it incidental to the end bent construction.

4.7 Structure Excavation. The Department will not measure structure excavation on new embankments for payment and will consider it incidental to the Structure Granular Backfill or Concrete as applicable.

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

Code	Pay Item	Pay Unit
02223	Granular Embankment	Cubic Yards
02231	Structure Granular Backfill	Cubic Yards

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

August 5, 2019

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

FHWA-1273 – Revised October 23, 2023

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS

I. General
II. Nondiscrimination
III. Non-segregated Facilities
IV. Davis-Bacon and Related Act Provisions
V. Contract Work Hours and Safety Standards Act Provisions
VI. Subletting or Assigning the Contract
VII. Safety: Accident Prevention
VIII. False Statements Concerning Highway Projects
IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
XI. Certification Regarding Use of Contract Funds for Lobbying
XII. Use of United States-Flag Vessels:

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding $10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (*see* 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

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

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

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

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

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

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

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

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

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

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

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

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

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

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

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

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

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

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

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

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

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

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

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

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:
(1) Withholding monthly progress payments;
(2) Assessing sanctions;
(3) Liquidated damages; and/or
(4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

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

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

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than $10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding $2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 “Contract provisions and related matters” with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. *Wage rates and fringe benefits.* All laborers and mechanics employed or working upon the site of the work (or otherwise working in construction or development of the project under a development statute), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of basic hourly wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. As provided in paragraphs (d) and (e) of 29 CFR 5.5, the appropriate wage determinations are effective by operation of law even if they have not been attached to the contract. Contributions made or costs reasonably anticipated for bona fide fringe benefits under the Davis-Bacon Act (40 U.S.C. 3141(2)(B)) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.e. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics must be paid the appropriate wage rate and fringe benefits on the wage determination for the classification(s) of work actually performed, without regard to skill, except as provided in paragraph 4. of this section. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided,* That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classifications and wage rates conformed under paragraph 1.c. of this section) and the Davis-Bacon poster (WH–1321) must be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. *Frequently recurring classifications.* (1) In addition to wage and fringe benefit rates that have been determined to be prevailing under the procedures set forth in 29 CFR part 1, a wage determination may contain, pursuant to § 1.3(f), wage and fringe benefit rates for classifications of laborers and mechanics for which conformance requests are regularly submitted pursuant to paragraph 1.c. of this section, provided that:

(i) The work performed by the classification is not performed by a classification in the wage determination for which a prevailing wage rate has been determined;

(ii) The classification is used in the area by the construction industry; and

(iii) The wage rate for the classification bears a reasonable relationship to the prevailing wage rates contained in the wage determination.

(2) The Administrator will establish wage rates for such classifications in accordance with paragraph 1.c.(1)(iii) of this section. Work performed in such a classification must be paid at no less than the wage and fringe benefit rate listed on the wage determination for such classification.

c. *Conformance.* (1) The contracting officer must require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract be classified in conformance with the wage determination. Conformance of an additional classification and wage rate and fringe benefits is appropriate only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is used in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) The conformance process may not be used to split, subdivide, or otherwise avoid application of classifications listed in the wage determination.

(3) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken will be sent by the contracting officer by email to *DBAconformance@dol.gov*. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30–day period that additional time is necessary.

(4) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer will, by email to *DBAconformance@dol.gov*, refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30–day period that additional time is necessary.

(5) The contracting officer must promptly notify the contractor of the action taken by the Wage and Hour Division under paragraphs 1.c.(3) and (4) of this section. The contractor must furnish a written copy of such determination to each affected worker or it must be posted as a part of the wage determination. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 1.c.(3) or (4) of this section must be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

d. *Fringe benefits not expressed as an hourly rate.* Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor may either pay the benefit as stated in the wage determination or may pay another bona fide fringe benefit or an hourly cash equivalent thereof.

e. *Unfunded plans.* If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided,* That the Secretary of Labor has found, upon the written request of the contractor, in accordance with the criteria set forth in § 5.28, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

f. *Interest.* In the event of a failure to pay all or part of the wages required by the contract, the contractor will be required to pay interest on any underpayment of wages.

2. Withholding (29 CFR 5.5)

a. *Withholding requirements.* The contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for the full amount of wages and monetary relief, including interest, required by the clauses set forth in this section for violations of this contract, or to satisfy any such liabilities required by any other Federal contract, or federally assisted contract subject to Davis-Bacon labor standards, that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to Davis-Bacon labor standards requirements and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld. In the event of a contractor's failure to pay any laborer or mechanic, including any apprentice or helper working on the site of the work all or part of the wages required by the contract, or upon the contractor's failure to submit the required records as discussed in paragraph 3.d. of this section, the contracting agency may on its own initiative and after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with paragraph

2.a. of this section or Section V, paragraph 3.a., or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its reprocurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, 31 U.S.C. 3901–3907.

3. Records and certified payrolls (29 CFR 5.5)

a. *Basic record requirements* (1) *Length of record retention.* All regular payrolls and other basic records must be maintained by the contractor and any subcontractor during the course of the work and preserved for all laborers and mechanics working at the site of the work (or otherwise working in construction or development of the project under a development statute) for a period of at least 3 years after all the work on the prime contract is completed.

(2) *Information required.* Such records must contain the name; Social Security number; last known address, telephone number, and email address of each such worker; each worker's correct classification(s) of work actually performed; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in 40 U.S.C. 3141(2)(B) of the Davis-Bacon Act); daily and weekly number of hours actually worked in total and on each covered contract; deductions made; and actual wages paid.

(3) *Additional records relating to fringe benefits.* Whenever the Secretary of Labor has found under paragraph 1.e. of this section that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in 40 U.S.C. 3141(2)(B) of the Davis-Bacon Act, the contractor must maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

(4) *Additional records relating to apprenticeship.* Contractors with apprentices working under approved programs must maintain written evidence of the registration of apprenticeship programs, the registration of the apprentices, and the ratios and wage rates prescribed in the applicable programs.

b. *Certified payroll requirements* (1) *Frequency and method of submission.* The contractor or subcontractor must submit weekly, for each week in which any DBA- or Related Acts-covered work is performed, certified payrolls to the contracting agency. The prime contractor is responsible for the submission of all certified payrolls by all subcontractors. A contracting agency or prime contractor may permit or require contractors to submit certified payrolls through an electronic system, as long as the electronic system requires a legally valid electronic signature; the system allows the contractor, the contracting agency, and the Department of Labor to access the certified payrolls upon request for at least 3 years after the work on the prime contract has been completed; and the contracting agency or prime contractor permits other methods of submission in situations where the contractor is unable or limited in its ability to use or access the electronic system.

(2) *Information required.* The certified payrolls submitted must set out accurately and completely all of the information required to be maintained under paragraph 3.a.(2) of this section, except that full Social Security numbers and last known addresses, telephone numbers, and email addresses must not be included on weekly transmittals. Instead, the certified payrolls need only include an individually identifying number for each worker (*e.g.,* the last four digits of the worker's Social Security number). The required weekly certified payroll information may be submitted using Optional Form WH–347 or in any other format desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division website at *https://www.dol.gov/sites/dolgov/files/WHD/legacy/files/wh347/.pdf* or its successor website. It is not a violation of this section for a prime contractor to require a subcontractor to provide full Social Security numbers and last known addresses, telephone numbers, and email addresses to the prime contractor for its own records, without weekly submission by the subcontractor to the contracting agency.

(3) *Statement of Compliance.* Each certified payroll submitted must be accompanied by a “Statement of Compliance,” signed by the contractor or subcontractor, or the contractor's or subcontractor's agent who pays or supervises the payment of the persons working on the contract, and must certify the following:

(i) That the certified payroll for the payroll period contains the information required to be provided under paragraph 3.b. of this section, the appropriate information and basic records are being maintained under paragraph 3.a. of this section, and such information and records are correct and complete;

(ii) That each laborer or mechanic (including each helper and apprentice) working on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR part 3; and

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification(s) of work actually performed, as specified in the applicable wage determination incorporated into the contract.

(4) *Use of Optional Form WH–347.* The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH–347 will satisfy the requirement for submission of the “Statement of Compliance” required by paragraph 3.b.(3) of this section.

(5) *Signature.* The signature by the contractor, subcontractor, or the contractor's or subcontractor's agent must be an original handwritten signature or a legally valid electronic signature.

(6) *Falsification.* The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 3729.

(7) *Length of certified payroll retention.* The contractor or subcontractor must preserve all certified payrolls during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

c. *Contracts, subcontracts, and related documents.* The contractor or subcontractor must maintain this contract or subcontract and related documents including, without limitation, bids, proposals, amendments, modifications, and extensions. The contractor or subcontractor must preserve these contracts, subcontracts, and related documents during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

d. *Required disclosures and access* (1) *Required record disclosures and access to workers.* The contractor or subcontractor must make the records required under paragraphs 3.a. through 3.c. of this section, and any other documents that the contracting agency, the State DOT, the FHWA, or the Department of Labor deems necessary to determine compliance with the labor standards provisions of any of the applicable statutes referenced by § 5.1, available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and must permit such representatives to interview workers during working hours on the job.

(2) *Sanctions for non-compliance with records and worker access requirements.* If the contractor or subcontractor fails to submit the required records or to make them available, or refuses to permit worker interviews during working hours on the job, the Federal agency may, after written notice to the contractor, sponsor, applicant, owner, or other entity, as the case may be, that maintains such records or that employs such workers, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available, or to permit worker interviews during working hours on the job, may be grounds for debarment action pursuant to § 5.12. In addition, any contractor or other person that fails to submit the required records or make those records available to WHD within the time WHD requests that the records be produced will be precluded from introducing as evidence in an administrative proceeding under 29 CFR part 6 any of the required records that were not provided or made available to WHD. WHD will take into consideration a reasonable request from the contractor or person for an extension of the time for submission of records. WHD will determine the reasonableness of the request and may consider, among other things, the location of the records and the volume of production.

(3) *Required information disclosures.* Contractors and subcontractors must maintain the full Social Security number and last known address, telephone number, and email address of each covered worker, and must provide them upon request to the contracting agency, the State DOT, the FHWA, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or other compliance action.

4. Apprentices and equal employment opportunity (29 CFR 5.5)

a. *Apprentices* (1) *Rate of pay.* Apprentices will be permitted to work at less than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship (OA), or with a State Apprenticeship Agency recognized by the OA. A person who is not individually registered in the program, but who has been certified by the OA or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice, will be permitted to work at less than the predetermined rate for the work they perform in the first 90 days of probationary employment as an apprentice in such a program. In the event the OA or a State Apprenticeship Agency recognized by the OA withdraws approval of an apprenticeship program, the contractor will no longer be permitted to use apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) *Fringe benefits.* Apprentices must be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringe benefits must be paid in accordance with that determination.

(3) *Apprenticeship ratio.* The allowable ratio of apprentices to journeyworkers on the job site in any craft classification must not be greater than the ratio permitted to the contractor as to the entire work force under the registered program or the ratio applicable to the locality of the project pursuant to paragraph 4.a.(4) of this section. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in paragraph 4.a.(1) of this section, must be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under this section must be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(4) *Reciprocity of ratios and wage rates.* Where a contractor is performing construction on a project in a locality other than the locality in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyworker's hourly rate) applicable within the locality in which the construction is being performed must be observed. If there is no applicable ratio or wage rate for the locality of the project, the ratio and wage rate specified in the contractor's registered program must be observed.

b. *Equal employment opportunity.* The use of apprentices and journeyworkers under this part must be in conformity with

the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

c. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeyworkers shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor must insert FHWA-1273 in any subcontracts, along with the applicable wage determination(s) and such other clauses or contract modifications as the contracting agency may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses and wage determination(s) in any lower tier subcontracts. The prime contractor is responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this section. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and may be subject to debarment, as appropriate. 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility. a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of 40 U.S.C. 3144(b) or § 5.12(a).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of 40 U.S.C. 3144(b) or § 5.12(a).

c. The penalty for making false statements is prescribed in the U.S. Code, Title 18 Crimes and Criminal Procedure, 18 U.S.C. 1001.

11. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the DBA, Related Acts, this part, or 29 CFR part 1 or 3;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under the DBA, Related Acts, this part, or 29 CFR part 1 or 3;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under the DBA, Related Acts, this part, or 29 CFR part 1 or 3; or

d. Informing any other person about their rights under the DBA, Related Acts, this part, or 29 CFR part 1 or 3.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of $100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchpersons and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1. of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages and interest from the date of the underpayment. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or

mechanic, including watchpersons and guards, employed in violation of the clause set forth in paragraph 1. of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1. of this section.

* $31 as of January 15, 2023 (See 88 FR 88 FR 2210) as may be adjusted annually by the Department of Labor, pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990.

3. Withholding for unpaid wages and liquidated damages

a. *Withholding process.* The FHWA or the contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for any unpaid wages; monetary relief, including interest; and liquidated damages required by the clauses set forth in this section on this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to the Contract Work Hours and Safety Standards Act and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with Section IV paragraph 2.a. or paragraph 3.a. of this section, or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its reprocurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, 31 U.S.C. 3901–3907.

4. Subcontracts. The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs 1. through 5. of this section and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor is responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1. through 5. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and associated liquidated damages and may be subject to debarment, as appropriate.

5. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the Contract Work Hours and Safety Standards Act (CWHSSA) or its implementing regulations in this part;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under CWHSSA or this part;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under CWHSSA or this part; or

d. Informing any other person about their rights under CWHSSA or this part.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term “perform work with its own organization” in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of $150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.327.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.327.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost $25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1**. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. “First Tier Covered Transactions” refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

* * * * *

3. **Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost $25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transactions” refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily

excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

* * * * *

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(1) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(2) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(3) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, ‘on-board’ commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B) This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS

EMPLOYMENT REQUIREMENTS
RELATING TO
NONDISCRIMINATION OF EMPLOYEES
(APPLICABLE TO FEDERAL-AID SYSTEM CONTRACTS)

AN ACT OF THE KENTUCKY GENERAL ASSEMBLY TO PREVENT DISCRIMINATION IN EMPLOYMENT

KRS CHAPTER 344
EFFECTIVE JUNE 16, 1972

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

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (forty and above); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age forty (40) and over. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

2. The contractor shall not print or publish or cause to be printed or published a notice or advertisement relating to employment by such an employer or membership in or any classification or referral for employment by the employment agency, indicating any preference, limitation, specification, or discrimination, based on race, color, religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, except that such a notice or advertisement may indicate a preference, limitation, or specification based on religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, when religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, is a bona fide occupational qualification for employment.

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual because of his race, color, religion, national origin, sex, disability or age forty (40) and over, in admission to, or employment in any program established to provide apprenticeship or other training.

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

Revised: January 25, 2017

Standard Title VI/Non-Discrimination Assurances

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, **Federal Highway Administration**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **Federal Highway Administration** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **Federal Highway Administration**, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **Federal Highway Administration** may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies; and/or
    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **Federal Highway Administration** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

Standard Title VI/Non-Discrimination Statutes and Authorities

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq*., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq*.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq*.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq*.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

EXECUTIVE BRANCH CODE OF ETHICS

The Executive Branch Code of Ethics created by Kentucky Revised Statutes (KRS) Chapter 11A, effective July 14, 1992, establishes the ethical standards that govern the conduct of all executive branch employees. The Executive Branch Code of Ethics, which states, in part:

KRS 11A.040 (7) provides:

A present or former public servant listed in KRS 11A.010(9)(a) to (g) shall not, within one (1) year following termination of his or her office or employment, accept employment, compensation, or other economic benefit from any person or business that contracts or does business with, or is regulated by, the state in matters in which he was directly involved during the last thirty-six (36) months of his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, or for which he received, prior to his state employment, a professional degree or license, provided that, for a period of one (1) year, he or she personally refrains from working on any matter in which he was directly involved during the last thirty-six (36) months of his or her tenure in state government. This subsection shall not prohibit the performance of ministerial functions, including but not limited to filing tax returns, filing applications for permits or licenses, or filing incorporation papers, nor shall it prohibit the former officer or public servant from receiving public funds disbursed through entitlement programs.

KRS 11A.040 (9) states:

A former public servant shall not represent a person or business before a state agency in a matter in which the former public servant was directly involved during the last thirty-six (36) months of his tenure, for a period of one (1) year after the latter of:

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

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

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

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

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, 1025 Capital Center Drive, Suite 105, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: March 11, 2025

"General Decision Number: KY20250107 01/03/2025

Superseded General Decision Number: KY20240107

State: Kentucky

Construction Type: Highway

Counties: Adair, Barren, Bell, Breathitt, Casey, Clay, Clinton, Cumberland, Estill, Floyd, Garrard, Green, Harlan, Hart, Jackson, Johnson, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lincoln, Magoffin, Martin, McCreary, Menifee, Metcalfe, Monroe, Morgan, Owsley, Perry, Pike, Powell, Pulaski, Rockcastle, Russell, Taylor, Wayne, Whitley and Wolfe Counties in Kentucky.

HIGHWAY CONSTRUCTION PROJECTS

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(1).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:	. Executive Order 14026 generally applies to the contract. . The contractor must pay all covered workers at least $17.75 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2025.
If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:	. Executive Order 13658 generally applies to the contract. . The contractor must pay all covered workers at least $13.30 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2025.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at

http://www.dol.gov/whd/govcontracts.

Modification Number | Publication Date
0 | 01/03/2025

SUKY2015-047 10/20/2015

	Rates	Fringes
BOILERMAKER	$ 24.65	12.94
BRICKLAYER		
Bricklayer	$ 22.90	8.50
Stone Mason	$ 21.50	8.50
CARPENTER		
Carpenter	$ 24.90	14.50
Piledriver	$ 24.55	14.50
CEMENT MASON	$ 21.25	8.50
ELECTRICIAN		
Electrician	$ 29.36	10.55
Equipment Operator	$ 26.90	10.31
Groundsman	$ 17.79	8.51
Lineman	$ 30.09	10.94

When workmen are required to work from bosum chairs, trusses, stacks, tanks, scaffolds, catwalks, radio and T.V. towers, structural steel (open, unprotected, unfloored raw steel), and bridges or similar hazardous locations where workmen are subject to fall, except where using JLG's and bucket trucks up to 75 feet: Add 25% to workman's base rate for 50 to 75 feet, and add 50% to workman's base rate for over 75 feet.

IRONWORKER	$ 27.56	20.57
LABORER		
Group 1	$ 21.80	12.36
Group 2	$ 22.05	12.36
Group 3	$ 22.10	12.36
Group 4	$ 22.70	12.36

GROUP 1: Aging and Curing of Concrete (Any Mode or Method), Asbestos Abatement Worker, Asphalt Plant Laborers, Asphalt Laborers, Batch Truck Dumpers, Carpenter Tenders, Cement Mason Tenders, Cleaning of Machines, Concrete Laborers, Demolition Laborers, Dredging Laborers, Drill Tender, Environmental Laborer - Nuclear, Radiation, Toxic and Hazardous Waste - Level D, Flagmen, Grade Checkers, All Hand Digging and Hand Back Filling, Highway Marker Placers, Landscaping Laborers, Mesh Handlers and Placers, Puddler, Railroad Laborers, Rip-rap and Grouters, Right of Way Laborers, Sign, Guard Rail and Fence Installers (All Types), Signalmen, Sound Barrier Installer, Storm and Sanitary Sewer Laborers, Swampers, Truck Spotters and Dumpers, Wrecking of Concrete Forms, General Cleanup

GROUP 2: Batter Board Men (Sanitary and Storm Sewer), Brickmason Tenders, Mortar Mixer Operator, Scaffold Builders, Burner and Welder, Bushammers, Chain Saw Operator, Concrete Saw Operators, Deckhand Scow Man, Dry Cement Handlers, Environmental Laborers - Nuclear, Radiation, Toxic and Hazardous Waste - Level C, Forklift Operators for Masonry, Form Setters, Green Concrete Cutting, Hand Operated Grouter and Grinder Machine Operator, Jack Hammers, Lead Paint Abatement, Pavement Breakers, Paving Joint Machine, Pipe

Layers - Laser Operators (Non-metallic), Plastic Pipe Fusion, Power Driven Georgia Buggy and Wheel Barrow, Power Post Hole Diggers, Precast Manhole Setters, Walk-behind Tampers, Walk-behind Trenchers, Sand Blasters, Concrete Chippers, Surface Grinders, Vibrator Operators, Wagon Drillers
GROUP 3: Air Track Driller (All Types), Asphalt Luteman and Rakers, Gunnite Nozzleman, Gunnite Operators and Mixers, Grout Pump Operator, Powderman and Blaster, Side Rail Setters, Rail Paved Ditches, Screw Operators, Tunnel Laborers (Free Air), Water Blasters
GROUP 4: Caisson Workers (Free Air), Cement Finishers, Environmental Laborer - Nuclear, Radiation, Toxic and Hazardous Waste - Level A and B, miners and Drillers (Free Air), Tunnel Blasters, and Tunnel Mockers (Free Air), Directional and Horizontal Boring, Air Track Drillers (All Types), Powder Man and Blasters, Troxler and Concrete Tester if Laborer is Utilized

PAINTER		
All Excluding Bridges	$ 19.92	9.57
Bridges	$ 23.92	10.07
PLUMBER	$ 22.52	7.80
POWER EQUIPMENT OPERATOR:		
Group 1	$ 29.95	14.40
Group 2	$ 29.95	14.40
Group 3	$ 27.26	14.40
Group 4	$ 26.96	14.40

GROUP 1: Auto Patrol, Batcher Plant, Bituminous Paver, Cable-Way, Clamshell, Concrete Mixer (21 cu ft or over), Concrete Pump, Crane, Crusher Plant, Derrick, Derrick Boat, Ditching and Trenching Machine, Dragline, Dredge Engineer, Elevator (regardless of ownership when used for hoisting any building material), Elevating Grader and all types of Loaders, Hoe-type Machine, Hoisting Engine, Locomotive, LeTourneau or Carry-all Scoop, Bulldozer, Mechanic, Orangepeel Bucket, Piledriver, Power Blade, Roller (Bituminous), Roller (Earth), Roller (Rock), Scarifier, Shovel, Tractor Shovel, Truck Crane, Well Point, Winch Truck, Push Dozer, Grout Pump, High Lift, Fork Lift (regardless of lift height), all types of Boom Cats, Multiple Operator, Core Drill, Tow or Push Boat, A-Frame Winch Truck, Concrete Paver, Grade-All, Hoist, Hyster, Material Pump, Pumpcrete, Ross Carrier, Sheepfoot, Sideboom, Throttle-Valve Man, Rotary Drill, Power Generator, Mucking Machine, Rock Spreader attached to Equipment, Scoopmobile, KeCal Loader, Tower Cranes,(French, German and other types), Hydrocrane, Tugger, Backfiller Gurries, Self-propelled Compactor, Self-Contained Hydraulic Percussion Drill
GROUP 2: All Air Compressors (200 cu ft/min or greater), Bituminous Mixer, Concrete Mixer (21 cu. ft. or over), Welding Machine, Form Grader, Tractor (50 hp and over), Bull Float, Finish Machine, Outboard Motor Boat, Brakeman, Mechanic Tender, Whirly Oiler, Tract-air, Road Widening Trencher, Articulating Trucks
GROUP 3: Greaser on Grease Facilities servicing Heavy Equipment
GROUP 4: Bituminous Distributor, Cement Gun, Conveyor, Mud Jack, Paving Joint Machine, Pump, Tamping Machine, Tractor (under 50 hp), Vibrator, Oiler, Air Compressor (under 200 cu ft per minute), Concrete Saw, Burlap and Curing Machine, Hydro Seeder, Power Form Handling Equipment, Deckhand Oiler, Hydraulic Post Driver

SHEET METAL WORKER	$ 20.40	7.80

TRUCK DRIVER		
Driver (3 Tons and Over), Driver (Truck Mounted Rotary Drill)	$ 23.74	14.50
Driver (3 Tons and Under), Tire Changer and Truck Mechanic Tender	$ 23.53	14.50
Driver (Semi-Trailer or Pole Trailer), Driver (Dump Truck, Tandem Axle), Driver of Distributor	$ 23.40	14.50
Driver on Mixer Trucks (All Types)	$ 23.45	14.50
Driver on Pavement Breakers	$ 23.55	14.50
Driver, Euclid and Other Heavy Earth Moving Equipment and Low Boy	$ 24.31	14.50
Driver, Winch Truck and A-Frame when used in Transporting Materials	$ 23.30	14.50
Greaser on Greasing Facilities	$ 24.40	14.50
Truck Mechanic	$ 23.50	14.50
Truck Tender and Warehouseman	$ 23.20	14.50

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

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at https://www.dol.gov/agencies/whd/government-contracts.

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

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey

rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than ""SU"", ""UAVG"", ?SA?, or ?SC? denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The ""SU"" identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

?SU? wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The ""SA"" identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were

adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the ?SA? identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

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

a) a survey underlying a wage determination
b) an existing published wage determination
c) an initial WHD letter setting forth a position on a wage determination matter
d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

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

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail 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 an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail 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 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.

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END OF GENERAL DECISION"

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

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 to an employee at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty (40) hours in such workweek. Wage violations or questions should be directed to the designated Engineer or the undersigned.

Director
Division of Construction Procurement
Frankfort, Kentucky 40622
502-564-3500

PART IV

BID ITEMS

251016

PROPOSAL BID ITEMS

Report Date 7/1/25

251016

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	185,197.00	TON		$	
0020	00008		CEMENT STABILIZED ROADBED	174,500.00	SQYD		$	
0030	00018		DRAINAGE BLANKET-TYPE II-ASPH	128,683.00	TON		$	
0040	00100		ASPHALT SEAL AGGREGATE	828.00	TON		$	
0050	00103		ASPHALT SEAL COAT	100.10	TON		$	
0060	00190		LEVELING & WEDGING PG64-22	36,704.00	TON		$	
0070	00212		CL2 ASPH BASE 1.00D PG64-22	1,076.00	TON		$	
0080	00214		CL3 ASPH BASE 1.00D PG64-22	52,180.00	TON		$	
0090	00217		CL4 ASPH BASE 1.00D PG64-22	24,527.00	TON		$	
0100	00219		CL4 ASPH BASE 1.00D PG76-22	47,500.00	TON		$	
0110	00301		CL2 ASPH SURF 0.38D PG64-22	345.00	TON		$	
0120	00339		CL3 ASPH SURF 0.38D PG64-22	19,057.00	TON		$	
0130	00342		CL4 ASPH SURF 0.38A PG76-22	23,597.00	TON		$	
0140	00358		ASPHALT CURING SEAL	217.00	TON		$	
0150	02542		CEMENT	3,801.00	TON		$	
0160	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		$	
0170	02676		MOBILIZATION FOR MILL & TEXT WHITLEY	1.00	LS		$	
0180	02677		ASPHALT PAVE MILLING & TEXTURING	14,648.00	TON		$	
0190	02702		SAND FOR BLOTTER	677.00	TON		$	
0200	24904EC		CL3 ASPH BASE CK PG64-22	29,551.00	TON		$	
0210	24905EC		CL4 ASPH BASE CK PG64-22	32,608.00	TON		$	
0220	24970EC		ASPHALT MATERIAL FOR TACK NON-TRACKING	625.00	TON		$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0230	00078		CRUSHED AGGREGATE SIZE NO 2	164.00	TON		$	
0240	01000		PERFORATED PIPE-4 IN	58,647.00	LF		$	
0250	01001		PERFORATED PIPE-6 IN	25,364.00	LF		$	
0260	01010		NON-PERFORATED PIPE-4 IN	2,004.00	LF		$	
0270	01011		NON-PERFORATED PIPE-6 IN	744.00	LF		$	
0280	01015		INSPECT & CERTIFY EDGE DRAIN SYSTEM LAUREL	1.00	LS		$	
0290	01015		INSPECT & CERTIFY EDGE DRAIN SYSTEM WHITLEY	1.00	LS		$	
0300	01020		PERF PIPE HEADWALL TY 1-4 IN	91.00	EACH		$	
0310	01028		PERF PIPE HEADWALL TY 3-4 IN	26.00	EACH		$	
0320	01032		PERF PIPE HEADWALL TY 4-4 IN	44.00	EACH		$	
0330	01033		PERF PIPE HEADWALL TY 4-6 IN	3.00	EACH		$	
0340	01740		CORED HOLE DRAINAGE BOX CON-4 IN	2.00	EACH		$	
0350	01741		CORED HOLE DRAINAGE BOX CON-6 IN	59.00	EACH		$	
0360	01978		CONC MEDIAN BARRIER TYPE A TL5 56 IN	26,279.00	LF		$	

PROPOSAL BID ITEMS

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Report Date 7/1/25

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0370	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	482.00	EACH		$	
0380	01983		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	16.00	EACH		$	
0390	01984		DELINEATOR FOR BARRIER - WHITE	764.00	EACH		$	
0400	01985		DELINEATOR FOR BARRIER - YELLOW	855.00	EACH		$	
0410	01986		DELINEATOR FOR BARRIER WALL-B/Y	306.00	EACH		$	
0420	02002		REMOVE TEMP CONC BARRIER WALL	575.00	LF		$	
0430	02003		RELOCATE TEMP CONC BARRIER	44,690.00	LF		$	
0440	02014		BARRICADE-TYPE III	8.00	EACH		$	
0450	02159		TEMP DITCH	18,481.00	LF		$	
0460	02160		CLEAN TEMP DITCH	9,240.00	LF		$	
0470	02200		ROADWAY EXCAVATION	879,672.00	CUYD		$	
0480	02242		WATER	8,902.00	MGAL		$	
0490	02262		FENCE-WOVEN WIRE TYPE 1	1,921.00	LF		$	
0500	02265		REMOVE FENCE	1,830.00	LF		$	
0510	02268		REMOVE & REPLACE FENCE	58,417.00	LF		$	
0520	02351		GUARDRAIL-STEEL W BEAM-S FACE	37,525.00	LF		$	
0530	02360		GUARDRAIL TERMINAL SECTION NO 1	2.00	EACH		$	
0540	02367		GUARDRAIL END TREATMENT TYPE 1	31.00	EACH		$	
0550	02369		GUARDRAIL END TREATMENT TYPE 2A	31.00	EACH		$	
0560	02381		REMOVE GUARDRAIL	33,109.00	LF		$	
0570	02429		RIGHT-OF-WAY MONUMENT TYPE 1	15.00	EACH		$	
0580	02432		WITNESS POST	15.00	EACH		$	
0590	02484		CHANNEL LINING CLASS III	553.00	TON		$	
0600	02545		CLEARING AND GRUBBING 123.55 ACRES- WHITLEY	1.00	LS		$	
0610	02545		CLEARING AND GRUBBING 30.89 ACRES- LAUREL	1.00	LS		$	
0620	02555		CONCRETE-CLASS B	25.10	CUYD		$	
0630	02562		TEMPORARY SIGNS	1,012.40	SQFT		$	
0640	02585		EDGE KEY	593.00	LF		$	
0650	02607		FABRIC-GEOTEXTILE CLASS 2 FOR PIPE	11,036.00	SQYD	$2.00	$	$22,072.00
0660	02650		MAINTAIN & CONTROL TRAFFIC LAUREL	1.00	LS		$	
0670	02650		MAINTAIN & CONTROL TRAFFIC WHITLEY	1.00	LS		$	
0680	02671		PORTABLE CHANGEABLE MESSAGE SIGN	10.00	EACH		$	
0690	02696		SHOULDER RUMBLE STRIPS	133,151.00	LF		$	
0700	02701		TEMP SILT FENCE	18,481.00	LF		$	
0710	02703		SILT TRAP TYPE A	154.00	EACH		$	
0720	02704		SILT TRAP TYPE B	154.00	EACH		$	
0730	02705		SILT TRAP TYPE C	154.00	EACH		$	
0740	02706		CLEAN SILT TRAP TYPE A	154.00	EACH		$	
0750	02707		CLEAN SILT TRAP TYPE B	154.00	EACH		$	
0760	02708		CLEAN SILT TRAP TYPE C	154.00	EACH		$	
0770	02726		STAKING LAUREL	1.00	LS		$	
0780	02726		STAKING WHITLEY	1.00	LS		$	

PROPOSAL BID ITEMS

251016

Report Date 7/1/25

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0790	02731		REMOVE STRUCTURE I-75 N.B. LYNN CAMP CREEK EXISTING STRUCTURE-WHITLEY	1.00	LS		$	
0800	02731		REMOVE STRUCTURE I-75 S.B. LYNN CAMP CREEK EXISTING STRUCTURE-WHITLEY	1.00	LS		$	
0810	02731		REMOVE STRUCTURE KY 1259 EXISTING STRUCTURE- WHITLEY	1.00	LS		$	
0820	02731		REMOVE STRUCTURE KY 312 EXISTING STRUCTURE-WHITLEY	1.00	LS		$	
0830	02731		REMOVE STRUCTURE US 25E EXISTING STRUCTURE- LAUREL	1.00	LS		$	
0840	02775		ARROW PANEL	8.00	EACH		$	
0850	02898		RELOCATE CRASH CUSHION	7.00	EACH		$	
0860	03171		CONC BARRIER WALL TYPE 9T	70,055.00	LF		$	
0870	03225		TUBULAR MARKERS	96.00	EACH		$	
0880	05950		EROSION CONTROL BLANKET	1,183.00	SQYD		$	
0890	05952		TEMP MULCH	500,818.00	SQYD		$	
0900	05953		TEMP SEEDING AND PROTECTION	373,745.00	SQYD		$	
0910	05963		INITIAL FERTILIZER	23.00	TON		$	
0920	05964		MAINTENANCE FERTILIZER	38.70	TON		$	
0930	05985		SEEDING AND PROTECTION	747,490.00	SQYD		$	
0940	05992		AGRICULTURAL LIMESTONE	463.30	TON		$	
0950	06511		PAVE STRIPING-TEMP PAINT-6 IN	454,600.00	LF		$	
0960	06542		PAVE STRIPING-THERMO-6 IN W	109,551.00	LF		$	
0970	06543		PAVE STRIPING-THERMO-6 IN Y	70,939.00	LF		$	
0980	06546		PAVE STRIPING-THERMO-12 IN W	5,648.00	LF		$	
0990	06549		PAVE STRIPING-TEMP REM TAPE-B	137,815.00	LF		$	
1000	06556		PAVE STRIPING-DUR TY 1-6 IN W	4,750.00	LF		$	
1010	06557		PAVE STRIPING-DUR TY 1-6 IN Y	3,550.00	LF		$	
1020	06560		PAVE STRIPING-DUR TY 1-12 IN W	4,172.00	LF		$	
1030	06568		PAVE MARKING-THERMO STOP BAR-24IN	190.00	LF		$	
1040	06569		PAVE MARKING-THERMO CROSS-HATCH	319.00	SQFT		$	
1050	06574		PAVE MARKING-THERMO CURV ARROW	78.00	EACH		$	
1060	06578		PAVE MARKING-THERMO MERGE ARROW	21.00	EACH		$	
1070	06589		PAVEMENT MARKER TYPE V-MW	104.00	EACH		$	
1080	06610		INLAID PAVEMENT MARKER-MW	147.00	EACH		$	
1090	06611		INLAID PAVEMENT MARKER-MY	110.00	EACH		$	
1100	06613		INLAID PAVEMENT MARKER-B W/R	1,403.00	EACH		$	
1110	06614		INLAID PAVEMENT MARKER-B Y/R	1,720.00	EACH		$	
1120	08301		REMOVE SUPERSTRUCTURE KY727 EXISTING SUPERSTRUCTURE-WHITLEY	1.00	LS		$	
1130	08902		CRASH CUSHION TY VI CLASS B TL3	16.00	EACH		$	
1140	08909		CRASH CUSHION TY VI CLASS D TL3	3.00	EACH		$	
1150	10020NS		FUEL ADJUSTMENT	834,888.00	DOLL	$1.00	$	$834,888.00
1160	10030NS		ASPHALT ADJUSTMENT	1,044,430.00	DOLL	$1.00	$	$1,044,430.00
1170	20191ED		OBJECT MARKER TY 3	31.00	EACH		$	
1180	20467NS112		RELOCATE TUBULAR MARKER	48.00	EACH		$	
1190	20550ND		SAWCUT PAVEMENT	59,443.00	LF		$	
1200	22664EN		WATER BLASTING EXISTING STRIPE	3,341.00	LF		$	
1210	23274EN11F		TURF REINFORCEMENT MAT 1	3,689.00	SQYD		$	

PROPOSAL BID ITEMS

251016

Report Date 7/1/25

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1220	23275EN11F		TURF REINFORCEMENT MAT 2	1,330.00	SQYD		$	
1230	23875NC		REMOVE THERMOPLASTIC ARROWS	14.00	EACH		$	
1240	23929EC		LIGHTWEIGHT AGGREGATE FILL	6,187.00	CUYD		$	
1250	24255EC		REMOVE CABLE GUARDRAIL BARRIER SYSTEM	24,661.00	LF		$	
1260	24640ED		OBJECT MARKER TYPE 1	3.00	EACH		$	
1270	24679ED		PAVE MARK THERMO CHEVRON	833.00	SQFT		$	
1280	24779EC		INTELLIGENT COMPACTION FOR SOIL	500,000.00	CUYD		$	
1290	24780EC		INTELLIGENT COMPACTION FOR AGGREGATE	184,919.00	TON		$	
1300	24781EC		INTELLIGENT COMPACTION FOR ASPHALT	420,315.00	TON		$	
1310	24891EC		PAVE MOUNT INFRARED TEMP EQUIPMENT	17,521,974.00	SF		$	
1320	25075EC		QUEUE PROTECTION VEHICLE	2,000.00	HOUR		$	
1330	25078ED		THRIE BEAM GUARDRAIL TRANSITION TL-3	18.00	EACH		$	
1340	25079ED		THRIE BEAM GUARDRAIL TRANSITION TL-2	10.00	EACH		$	
1350	25117EC		FURNISH QUEUE PROTECTION VEHICLES	60.00	MONT		$	
1360	26136EC		PORTABLE QUEUE WARNING ALERT SYSTEM	30.00	MONT		$	
1370	26137EC		QUEUE WARNING PCMS	180.00	MONT		$	
1380	26138EC		QUEUE WARNING PORTABLE RADAR SENSORS	180.00	MONT		$	
1390	26248EC		ELECTRONIC DELIVERY MGMT SYSTEM - AGG LAUREL	1.00	LS		$	
1400	26248EC		ELECTRONIC DELIVERY MGMT SYSTEM - AGG WHITLEY	1.00	LS		$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1410	00440		ENTRANCE PIPE-15 IN	216.00	LF		$	
1420	00461		CULVERT PIPE-15 IN	375.00	LF		$	
1430	00462		CULVERT PIPE-18 IN	278.00	LF		$	
1440	00464		CULVERT PIPE-24 IN	169.00	LF		$	
1450	00469		CULVERT PIPE-42 IN	11.00	LF		$	
1460	00521		STORM SEWER PIPE-15 IN	2,069.00	LF		$	
1470	00522		STORM SEWER PIPE-18 IN	1,073.00	LF		$	
1480	00524		STORM SEWER PIPE-24 IN	18.00	LF		$	
1490	01202		PIPE CULVERT HEADWALL-15 IN	5.00	EACH		$	
1500	01202		PIPE CULVERT HEADWALL-15 IN	4.00	EACH		$	
1510	01204		PIPE CULVERT HEADWALL-18 IN	3.00	EACH		$	
1520	01204		PIPE CULVERT HEADWALL-18 IN	11.00	EACH		$	
1530	01208		PIPE CULVERT HEADWALL-24 IN	2.00	EACH		$	
1540	01208		PIPE CULVERT HEADWALL-24 IN	6.00	EACH		$	
1550	01214		PIPE CULVERT HEADWALL-42 IN	1.00	EACH		$	
1560	01310		REMOVE PIPE	1,728.00	LF		$	
1570	01450		S & F BOX INLET-OUTLET-18 IN	2.00	EACH		$	
1580	01480		CURB BOX INLET TYPE B	14.00	EACH		$	
1590	01490		DROP BOX INLET TYPE 1	2.00	EACH		$	

PROPOSAL BID ITEMS

251016

Report Date 7/1/25

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1600	01505		DROP BOX INLET TYPE 5B	1.00	EACH		$	
1610	01517		DROP BOX INLET TYPE 5F	2.00	EACH		$	
1620	01624		CONC MED BARR BOX INLET TY B2 TL5 56	53.00	EACH		$	
1630	01626		CONC MED BARR BOX INLET TY A2 TL5 56	3.00	EACH		$	
1640	01641		JUNCTION BOX-15 IN	8.00	EACH		$	
1650	01642		JUNCTION BOX-18 IN	4.00	EACH		$	
1660	01643		JUNCTION BOX-24 IN	3.00	EACH		$	
1670	01756		MANHOLE TYPE A	7.00	EACH		$	
1680	01761		MANHOLE TYPE B	1.00	EACH		$	
1690	24861EC		PVC FOLD AND FORM PIPE LINER-15 IN	4,776.00	LF		$	
1700	24862EC		PVC FOLD AND FORM PIPE LINER-18 IN	4,603.00	LF		$	
1710	24863EC		PVC FOLD AND FORM PIPE LINER-24 IN	3,370.00	LF		$	
1720	24864EC		PVC FOLD AND FORM PIPE LINER-30 IN	1,020.00	LF		$	
1730	24865EC		PVC FOLD AND FORM PIPE LINER-36 IN	299.00	LF		$	
1740	26168EC		PVC FOLD AND FORM PIPE LINER-42 IN	494.00	LF		$	

Section: 0004 - BRIDGE- I-75 OVER US 25E

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1750	01978		CONC MEDIAN BARRIER TYPE A TL5 56 IN	204.00	LF		$	
1760	02231		STRUCTURE GRANULAR BACKFILL	366.00	CUYD		$	
1770	03299		ARMORED EDGE FOR CONCRETE	251.20	LF		$	
1780	08003		FOUNDATION PREPARATION	1.00	LS		$	
1790	08020		CRUSHED AGGREGATE SLOPE PROT	648.00	TON		$	
1800	08033		TEST PILES	55.00	LF		$	
1810	08046		PILES-STEEL HP12X53	840.00	LF		$	
1820	08094		PILE POINTS-12 IN	40.00	EACH		$	
1830	08100		CONCRETE-CLASS A	813.60	CUYD		$	
1840	08104		CONCRETE-CLASS AA	845.20	CUYD		$	
1850	08140		MECHANICAL REINF COUPLER #5 EPOXY COATED	1,668.00	EACH		$	
1860	08151		STEEL REINFORCEMENT-EPOXY COATED	424,236.00	LB		$	
1870	08669		PRECAST PC BOX BEAM SB21	3,176.00	LF		$	
1880	20637ED		DRILLED SHAFT-ROCK 48 IN	243.00	LF		$	
1890	20743ED		DRILLED SHAFT 54 IN-SOLID ROCK	168.00	LF		$	
1900	20745ED		ROCK SOUNDINGS	264.80	LF		$	
1910	20746ED		ROCK CORINGS	609.00	LF		$	
1920	21321NC		CSL TESTING (4 TUBES)	27.00	EACH		$	
1930	22417EN		DRILLED SHAFT-54 IN-COMMON	120.00	LF		$	
1940	23378EC		CONCRETE SEALING	50,662.00	SQFT		$	
1950	24405EC		MECHANICAL REINF COUPLER #8-EPOXY COATED	32.00	EACH		$	
1960	25028ED		RAIL SYSTEM SINGLE SLOPE - 40 IN	407.00	LF		$	

Section: 0005 - BRIDGE- I-75 OVER US 25W

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1970	01978		CONC MEDIAN BARRIER TYPE A TL5 56 IN	186.00	LF		$	

PROPOSAL BID ITEMS

251016

Report Date 7/1/25

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1980	02231		STRUCTURE GRANULAR BACKFILL	260.00	CUYD		$	
1990	02403		REMOVE CONCRETE MASONRY	84.50	CUYD		$	
2000	02998		MASONRY COATING	972.00	SQYD		$	
2010	03294		EXPAN JOINT REPLACE 1 1/2 IN	169.80	LF		$	
2020	03299		ARMORED EDGE FOR CONCRETE	255.30	LF		$	
2030	08003		FOUNDATION PREPARATION	1.00	LS		$	
2040	08020		CRUSHED AGGREGATE SLOPE PROT	278.00	TON		$	
2050	08033		TEST PILES	79.00	LF		$	
2060	08046		PILES-STEEL HP12X53	769.00	LF		$	
2070	08094		PILE POINTS-12 IN	24.00	EACH		$	
2080	08100		CONCRETE-CLASS A	319.00	CUYD		$	
2090	08104		CONCRETE-CLASS AA	255.00	CUYD		$	
2100	08140		MECHANICAL REINF COUPLER #5 EPOXY COATED	792.00	EACH		$	
2110	08151		STEEL REINFORCEMENT-EPOXY COATED	184,200.00	LB		$	
2120	08435		JACK & SUPPORT BRIDGE SPAN	1.00	LS		$	
2130	08469		EXPANSION DAM-1.5 IN NEOPRENE	95.00	LF		$	
2140	08510		REM EPOXY BIT FOREIGN OVERLAY	1,570.00	SQYD		$	
2150	08526		CONC CLASS M FULL DEPTH PATCH	6.60	CUYD		$	
2160	08534		CONCRETE OVERLAY-LATEX	292.50	CUYD		$	
2170	08671		PRECAST PC BOX BEAM SB33	901.70	LF		$	
2180	20637ED		DRILLED SHAFT-ROCK 48 IN	52.00	LF		$	
2190	20743ED		DRILLED SHAFT 54 IN-SOLID ROCK	70.00	LF		$	
2200	20745ED		ROCK SOUNDINGS	113.00	LF		$	
2210	20746ED		ROCK CORINGS	132.00	LF		$	
2220	21321NC		CSL TESTING (4 TUBES)	6.00	EACH		$	
2230	21969NN		BEARING REPLACEMENT	20.00	EACH		$	
2240	22417EN		DRILLED SHAFT-54 IN-COMMON	98.00	LF		$	
2250	23032EN		BRIDGE BARRIER RETROFIT	372.00	LF		$	
2260	23378EC		CONCRETE SEALING	4,715.00	SQFT		$	
2270	24094EC		PARTIAL DEPTH PATCHING	6.60	CUYD		$	
2280	24179EC		MECHANICAL REINF COUPLER #4-EPOXY COATED	16.00	EACH		$	
2290	24982EC		CONCRETE COATING WHITLEY	1.00	LS		$	

Section: 0006 - BRIDGE- 5'X4' BOX CULVERT EXTENSION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2300	02403		REMOVE CONCRETE MASONRY	12.50	CUYD		$	
2310	08002		STRUCTURE EXCAV-SOLID ROCK	13.00	CUYD		$	
2320	08003		FOUNDATION PREPARATION	1.00	LS		$	
2330	08100		CONCRETE-CLASS A	31.00	CUYD		$	
2340	08150		STEEL REINFORCEMENT	3,307.00	LB		$	

Section: 0007 - BRIDGE- I-75 OVER KY 727

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2350	02231		STRUCTURE GRANULAR BACKFILL	1,295.00	CUYD		$	
2360	02403		REMOVE CONCRETE MASONRY	116.80	CUYD		$	
2370	02998		MASONRY COATING	1,165.00	SQYD		$	
2380	03299		ARMORED EDGE FOR CONCRETE	330.00	LF		$	
2390	08003		FOUNDATION PREPARATION	1.00	LS		$	
2400	08020		CRUSHED AGGREGATE SLOPE PROT	2,687.00	TON		$	
2410	08033		TEST PILES	133.00	LF		$	
2420	08046		PILES-STEEL HP12X53	1,264.00	LF		$	
2430	08094		PILE POINTS-12 IN	32.00	EACH		$	
2440	08100		CONCRETE-CLASS A	609.60	CUYD		$	
2450	08104		CONCRETE-CLASS AA	1,241.50	CUYD		$	
2460	08141		MECHANICAL REINF COUPLER #6 EPOXY COATED	1,692.00	EACH		$	
2470	08150		STEEL REINFORCEMENT	14,193.00	LB		$	
2480	08151		STEEL REINFORCEMENT-EPOXY COATED	358,978.00	LB		$	
2490	08672		PRECAST PC BOX BEAM SB42	2,964.40	LF		$	
2500	20637ED		DRILLED SHAFT-ROCK 48 IN	64.00	LF		$	
2510	20743ED		DRILLED SHAFT 54 IN-SOLID ROCK	10.00	LF		$	
2520	20745ED		ROCK SOUNDINGS	138.00	LF		$	
2530	20746ED		ROCK CORINGS	172.00	LF		$	
2540	21321NC		CSL TESTING (4 TUBES)	8.00	EACH		$	
2550	22417EN		DRILLED SHAFT-54 IN-COMMON	132.00	LF		$	
2560	22880ED		BARRIER WALL TRANSITION	70.00	LF		$	
2570	23378EC		CONCRETE SEALING	41,069.00	SQFT		$	
2580	25028ED		RAIL SYSTEM SINGLE SLOPE - 40 IN	890.00	LF		$	

Section: 0008 - BRIDGE- KY 1259 OVER I-75

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2590	02231		STRUCTURE GRANULAR BACKFILL	93.00	CUYD		$	
2600	03299		ARMORED EDGE FOR CONCRETE	52.30	LF		$	
2610	08003		FOUNDATION PREPARATION	1.00	LS		$	
2620	08020		CRUSHED AGGREGATE SLOPE PROT	769.00	TON		$	
2630	08033		TEST PILES	59.00	LF		$	
2640	08046		PILES-STEEL HP12X53	245.00	LF		$	
2650	08094		PILE POINTS-12 IN	12.00	EACH		$	
2660	08100		CONCRETE-CLASS A	166.20	CUYD		$	
2670	08104		CONCRETE-CLASS AA	328.50	CUYD		$	
2680	08151		STEEL REINFORCEMENT-EPOXY COATED	120,892.00	LB		$	
2690	08671		PRECAST PC BOX BEAM SB33	1,154.00	LF		$	
2700	20637ED		DRILLED SHAFT-ROCK 48 IN	48.00	LF		$	
2710	20743ED		DRILLED SHAFT 54 IN-SOLID ROCK	9.00	LF		$	
2720	20745ED		ROCK SOUNDINGS	142.00	LF		$	
2730	20746ED		ROCK CORINGS	129.00	LF		$	
2740	21321NC		CSL TESTING (4 TUBES)	6.00	EACH		$	
2750	22417EN		DRILLED SHAFT-54 IN-COMMON	118.00	LF		$	
2760	23378EC		CONCRETE SEALING	20,787.00	SQFT		$	
2770	25028ED		RAIL SYSTEM SINGLE SLOPE - 40 IN	586.00	LF		$	

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Section: 0009 - BRIDGE- KY 312 OVER I-75

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2780	02231		STRUCTURE GRANULAR BACKFILL	137.00	CUYD		$	
2790	03299		ARMORED EDGE FOR CONCRETE	89.50	LF		$	
2800	08002		STRUCTURE EXCAV-SOLID ROCK	88.00	CUYD		$	
2810	08003		FOUNDATION PREPARATION	1.00	LS		$	
2820	08020		CRUSHED AGGREGATE SLOPE PROT	505.00	TON		$	
2830	08100		CONCRETE-CLASS A	316.00	CUYD		$	
2840	08104		CONCRETE-CLASS AA	489.00	CUYD		$	
2850	08134		MECHANICAL REINF COUPLER #9	12.00	EACH		$	
2860	08140		MECHANICAL REINF COUPLER #5 EPOXY COATED	28.00	EACH		$	
2870	08150		STEEL REINFORCEMENT	6,387.00	LB		$	
2880	08151		STEEL REINFORCEMENT-EPOXY COATED	199,125.00	LB		$	
2890	08671		PRECAST PC BOX BEAM SB33	1,641.00	LF		$	
2900	20637ED		DRILLED SHAFT-ROCK 48 IN	10.00	LF		$	
2910	20745ED		ROCK SOUNDINGS	144.00	LF		$	
2920	20746ED		ROCK CORINGS	285.00	LF		$	
2930	21321NC		CSL TESTING (4 TUBES)	15.00	EACH		$	
2940	23378EC		CONCRETE SEALING	27,464.00	SQFT		$	
2950	23583EC		DRILLED SHAFT-48 IN-COMMON	115.00	LF		$	
2960	23584EC		DRILLED SHAFT-42 IN-ROCK	105.00	LF		$	
2970	25028ED		RAIL SYSTEM SINGLE SLOPE - 40 IN	555.00	LF		$	

Section: 0010 - BRIDGE- NB I-75 OVER LYNN CAMP CREEK

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2980	02403		REMOVE CONCRETE MASONRY	80.00	CUYD		$	
2990	02603		FABRIC-GEOTEXTILE CLASS 2	1,454.00	SQYD		$	
3000	02604		FABRIC-GEOTEXTILE CLASS 1A	8,359.00	SQYD		$	
3010	02998		MASONRY COATING	2,199.00	SQYD		$	
3020	03299		ARMORED EDGE FOR CONCRETE	256.00	LF		$	
3030	08001		STRUCTURE EXCAVATION-COMMON	2,525.00	CUYD		$	
3040	08002		STRUCTURE EXCAV-SOLID ROCK	1,495.00	CUYD		$	
3050	08003		FOUNDATION PREPARATION	1.00	LS		$	
3060	08019		CYCLOPEAN STONE RIP RAP	419.00	TON		$	
3070	08020		CRUSHED AGGREGATE SLOPE PROT	930.00	TON		$	
3080	08033		TEST PILES	106.00	LF		$	
3090	08051		PILES-STEEL HP14X89	1,391.00	LF		$	
3100	08095		PILE POINTS-14 IN	34.00	EACH		$	
3110	08100		CONCRETE-CLASS A	1,629.00	CUYD		$	
3120	08104		CONCRETE-CLASS AA	1,229.00	CUYD		$	
3130	08107		CONCRETE-CLASS M 2	30.00	CUYD		$	
3140	08130		MECHANICAL REINF COUPLER #5	44.00	EACH		$	
3150	08131		MECHANICAL REINF COUPLER #6	22.00	EACH		$	
3160	08132		MECHANICAL REINF COUPLER #7	32.00	EACH		$	
3170	08134		MECHANICAL REINF COUPLER #9	40.00	EACH		$	
3180	08135		MECHANICAL REINF COUPLER #10	48.00	EACH		$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3190	08136		MECHANICAL REINF COUPLER #11	80.00	EACH		$	
3200	08140		MECHANICAL REINF COUPLER #5 EPOXY COATED	1,389.00	EACH		$	
3210	08141		MECHANICAL REINF COUPLER #6 EPOXY COATED	1,303.00	EACH		$	
3220	08150		STEEL REINFORCEMENT	225,614.00	LB		$	
3230	08151		STEEL REINFORCEMENT-EPOXY COATED	498,471.00	LB		$	
3240	08160		STRUCTURAL STEEL 1,591,494 LBS	1.00	LS		$	
3250	08170		SHEAR CONNECTORS 8,820	1.00	LS		$	
3260	08500		APPROACH SLAB	185.00	SQYD		$	
3270	20214ED		CLEARING BRIDGE SITE	1.00	LS		$	
3280	20745ED		ROCK SOUNDINGS	37.00	LF		$	
3290	20746ED		ROCK CORINGS	196.80	LF		$	
3300	22146EN		CONCRETE PATCHING REPAIR	80.00	SQFT		$	
3310	23378EC		CONCRETE SEALING	34,572.00	SQFT		$	
3320	23744EC		EPOXY INJECTION CRACK REPAIR	40.00	LF		$	
3330	23859EC		FINGER EXPANSION JOINT	64.00	LF		$	
3340	24405EC		MECHANICAL REINF COUPLER #8-EPOXY COATED	45.00	EACH		$	
3350	24596EN		GRANULAR BACKFILL	2,190.00	CUYD		$	
3360	24621EC		DRILLED SHAFT - 108 IN (COMMON)	29.00	LF		$	
3370	24623EC		DRILLED SHAFT - 102 IN (SOLID ROCK)	94.80	LF		$	
3380	25028ED		RAIL SYSTEM SINGLE SLOPE - 40 IN	1,195.00	LF		$	

Section: 0011 - BRIDGE- SB I-75 OVER LYNN CAMP CREEK

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3390	02403		REMOVE CONCRETE MASONRY	80.00	CUYD		$	
3400	02603		FABRIC-GEOTEXTILE CLASS 2	1,494.00	SQYD		$	
3410	02604		FABRIC-GEOTEXTILE CLASS 1A	8,726.00	SQYD		$	
3420	02998		MASONRY COATING	2,339.00	SQYD		$	
3430	03299		ARMORED EDGE FOR CONCRETE	256.00	LF		$	
3440	08001		STRUCTURE EXCAVATION-COMMON	2,581.00	CUYD		$	
3450	08002		STRUCTURE EXCAV-SOLID ROCK	1,674.00	CUYD		$	
3460	08003		FOUNDATION PREPARATION	1.00	LS		$	
3470	08019		CYCLOPEAN STONE RIP RAP	965.00	TON		$	
3480	08020		CRUSHED AGGREGATE SLOPE PROT	666.00	TON		$	
3490	08033		TEST PILES	83.00	LF		$	
3500	08051		PILES-STEEL HP14X89	967.00	LF		$	
3510	08095		PILE POINTS-14 IN	34.00	EACH		$	
3520	08100		CONCRETE-CLASS A	1,568.00	CUYD		$	
3530	08104		CONCRETE-CLASS AA	1,392.00	CUYD		$	
3540	08107		CONCRETE-CLASS M 2	30.00	CUYD		$	
3550	08136		MECHANICAL REINF COUPLER #11	80.00	EACH		$	
3560	08150		STEEL REINFORCEMENT	204,772.00	LB		$	
3570	08151		STEEL REINFORCEMENT-EPOXY COATED	557,100.00	LB		$	
3580	08160		STRUCTURAL STEEL 2,124,938 LBS	1.00	LS		$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3590	08170		SHEAR CONNECTORS 10,080	1.00	LS		$	
3600	08500		APPROACH SLAB	185.00	SQYD		$	
3610	20214ED		CLEARING BRIDGE SITE	1.00	LS		$	
3620	20745ED		ROCK SOUNDINGS	64.00	LF		$	
3630	20746ED		ROCK CORINGS	202.00	LF		$	
3640	22146EN		CONCRETE PATCHING REPAIR	80.00	SQFT		$	
3650	23378EC		CONCRETE SEALING	39,232.00	SQFT		$	
3660	23744EC		EPOXY INJECTION CRACK REPAIR	40.00	LF		$	
3670	23859EC		FINGER EXPANSION JOINT	64.00	LF		$	
3680	24596EN		GRANULAR BACKFILL	2,390.00	CUYD		$	
3690	24621EC		DRILLED SHAFT - 108 IN (COMMON)	56.00	LF		$	
3700	24623EC		DRILLED SHAFT - 102 IN (SOLID ROCK)	100.00	LF		$	
3710	25028ED		RAIL SYSTEM SINGLE SLOPE - 40 IN	1,336.00	LF		$	

Section: 0012 - BRIDGE- 4'X4' BOX CULVERT EXTENSION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3720	02403		REMOVE CONCRETE MASONRY	17.00	CUYD		$	
3730	08003		FOUNDATION PREPARATION	1.00	LS		$	
3740	08100		CONCRETE-CLASS A	28.70	CUYD		$	
3750	08150		STEEL REINFORCEMENT	2,480.00	LB		$	

Section: 0013 - SIGNING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3760	04903		REFERENCE MARKER	40.00	EACH		$	
3770	06400		GMSS GALV STEEL TYPE A	14,939.00	LB		$	
3780	06405		SBM ALUMINUM PANEL SIGNS	6,466.90	SQFT		$	
3790	06406		SBM ALUM SHEET SIGNS .080 IN	75.00	SQFT		$	
3800	06407		SBM ALUM SHEET SIGNS .125 IN	879.00	SQFT		$	
3810	06410		STEEL POST TYPE 1	1,850.00	LF		$	
3820	06412		STEEL POST MILE MARKERS	12.00	EACH		$	
3830	06441		GMSS GALV STEEL TYPE C	10,294.00	LB		$	
3840	06477		OSS GALV STEEL 70 FT TRUSS	2.00	EACH		$	
3850	06478		OSS GALV STEEL 75 FT TRUSS	1.00	EACH		$	
3860	06480		OSS GALV STEEL 85 FT TRUSS	4.00	EACH		$	
3870	06490		CLASS A CONCRETE FOR SIGNS	367.97	CUYD		$	
3880	06491		STEEL REINFORCEMENT FOR SIGNS	30,173.00	LB		$	
3890	20419ND		ROADWAY CROSS SECTION	37.00	EACH		$	
3900	20912ND		BARRIER WALL POST	20.00	EACH		$	
3910	21596ND		GMSS TYPE D	18.00	EACH		$	
3920	24631EC		BARCODE SIGN INVENTORY	100.00	EACH		$	

Section: 0014 - DEMOBILIZATION &/OR MOBILIZATION

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
3930	**02568**		**MOBILIZATION**	**1.00**	**LS**		**$**	
3940	**02569**		**DEMOBILIZATION**	**1.00**	**LS**		**$**	