CALL NO. 300

CONTRACT ID. 141067

DAVIESS COUNTY

FED/STATE PROJECT NUMBER FD04 SPP 030 0060 010-016

DESCRIPTION OWENSBORO BYPASS(US-60)

WORK TYPE PAVEMENT REHAB WITH PAVING ALTERNATES

PRIMARY COMPLETION DATE 10/15/2015

LETTING DATE: November 21,2014

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN STANDARD TIME November 21,2014. Bids will be publicly announced at 10:00 AM EASTERN STANDARD TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

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

TABLE OF CONTENTS

PART I

SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 02

CONTRACT ID - 141067

FD04 SPP 030 0060 010-016

COUNTY - DAVIESS

PCN - DE03000601467
FD04 SPP 030 0060 010-016

OWENSBORO BYPASS(US-60) PAVEMENT REHABILITATION ON US-60 FROM MP 10.179 TO MP 15.50 IN DAVIESS COUNTY.PAVEMENT REHAB WITH PAVING ALTERNATES SYP NO. 02-02085.00.

GEOGRAPHIC COORDINATES LATITUDE 37:44:38.00 LONGITUDE 87:09:03.00

COMPLETION DATE(S):

COMPLETED BY 10/15/2015 APPLIES TO ENTIRE CONTRACT

CONTRACT NOTES

PROPOSAL ADDENDA

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

BID SUBMITTAL

Bidder must use the Department's Expedite Bidding Program available on the Internet web site of the Department of Highways, Division of Construction Procurement. (www.transportation.ky.gov/construction-procurement)

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

The contractor is advised that the Underground Facility Damage Protection Act of 1994, became law January 1, 1995. It is the contractor's responsibility to determine the impact of the act regarding this project, and take all steps necessary to be in compliance with the provision of the act.

SPECIAL NOTE FOR PIPE INSPECTION

Contrary to Section 701.03.08 of the 2012 Standard Specifications for Road and Bridge Construction and Kentucky Method 64-114, certification by the Kentucky Transportation Center for prequalified Contractors to perform laser/video inspection is not required on this contract. It will continue to be a requirement for the Contractor performing any laser/video pipe inspection to be prequalified for this specialized item with the Kentucky Transportation Cabinet-Division of Construction Procurement.

SPECIAL NOTE FOR COMPOSITE OFFSET BLOCKS

Contrary to the Standard Drawings (2012 edition) the Cabinet will allow 6" composite offset blocks in lieu of wooden offset blocks, except as specified on proprietary end treatments and crash cushions. The composite blocks shall be selected from the Cabinet's List of Approved Materials.

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

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

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

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

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

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

The questions and answers will be posted for each Letting under the heading "Questions & Answers" on the Construction Procurement website (www.transportation.ky.gov/contract). The answers provided shall be considered part of

this Special Note and, in case of a discrepancy, will govern over all other bidding documents.

HARDWOOD REMOVAL RESTRICTIONS

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

INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

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

ACCESS TO RECORDS

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

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

10/29/12

Steven L. Beshear
Governor

Commonwealth of Kentucky
Finance and Administration Cabinet
OFFICE OF THE SECRETARY
Room 383, Capitol Annex
702 Capital Avenue
Frankfort, KY 40601-3462
(502) 564-4240
Fax (502) 564-6785

Lori H. Flanery
Secretary

SECRETARY'S ORDER 11-004

FINANCE AND ADMINISTRATION CABINET

Vendor Document Disclosure

WHEREAS, in order to promote accountability and transparency in governmental operations, the Finance and Administration Cabinet believes that a mechanism should be created which would provide for review and assistance to an Executive Branch agency if said agency cannot obtain access to documents that it deems necessary to conduct a review of the records of a private vendor that holds a contract to provide goods and/or services to the Commonwealth; and

WHEREAS, in order to promote accountability and transparency in governmental operations, the Finance and Administration Cabinet believes that a mechanism should be created which would provide for review and assistance to an Executive Branch agency if said agency cannot obtain access to documents that it deems necessary during the course of an audit, investigation or any other inquiry by an Executive Branch agency that involves the review of documents; and

WHEREAS, KRS 42.014 and KRS 12.270 authorizes the Secretary of the Finance and Administration Cabinet to establish the internal organization and assignment of functions which are not established by statute relating to the Finance and Administration Cabinet; further, KRS Chapter 45A.050 and 45A.230 authorizes the Secretary of the Finance and Administration Cabinet to procure, manage and control all supplies and services that are procured by the Commonwealth and to intervene in controversies among vendors and state agencies; and

NOW, THEREFORE, pursuant to the authority vested in me by KRS 42.014, KRS 12.270, KRS 45A.050, and 45A.230, I, Lori H. Flanery, Secretary of the Finance and Administration Cabinet, do hereby order and direct the following:

I. Upon the request of an Executive Branch agency, the Finance and Administration Cabinet ("FAC") shall formally review any dispute arising where the agency has requested documents from a private vendor that holds a state contract and the vendor has refused access to said documents under a claim that said documents are not directly pertinent or relevant to the agency's inquiry upon which the document request was predicated.

II. Upon the request of an Executive Branch agency, the FAC shall formally review any situation where the agency has requested documents that the agency deems necessary to

conduct audits, investigations or any other formal inquiry where a dispute has arisen as to what documents are necessary to conclude the inquiry.

III. Upon receipt of a request by a state agency pursuant to Sections I & II, the FAC shall consider the request from the Executive Branch agency and the position of the vendor or party opposing the disclosure of the documents, applying any and all relevant law to the facts and circumstances of the matter in controversy. After FAC's review is complete, FAC shall issue a Determination which sets out FAC's position as to what documents and/or records, if any, should be disclosed to the requesting agency. The Determination shall be issued within 30 days of receipt of the request from the agency. This time period may be extended for good cause.

IV. If the Determination concludes that documents are being wrongfully withheld by the private vendor or other party opposing the disclosure from the state agency, the private vendor shall immediately comply with the FAC's Determination. Should the private vendor or other party refuse to comply with FAC's Determination, then the FAC, in concert with the requesting agency, shall effectuate any and all options that it possesses to obtain the documents in question, including, but not limited to, jointly initiating an action in the appropriate court for relief.

V. Any provisions of any prior Order that conflicts with the provisions of this Order shall be deemed null and void.

SPECIAL NOTE FOR RECIPROCAL PREFERENCE

Reciprocal preference to be given by public agencies to resident bidders

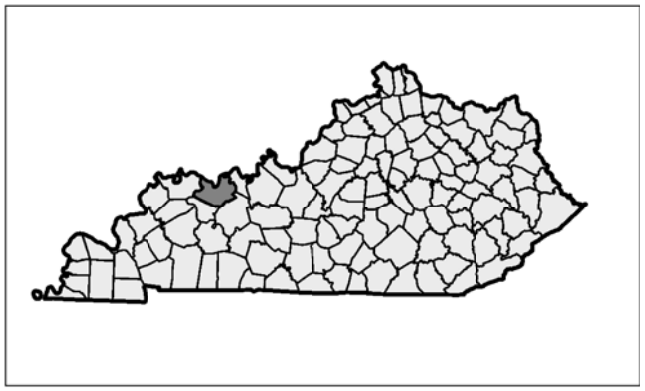
By reference, KRS 45A.490 to 45A.494 are incorporated herein and in compliance regarding the bidders residency. Bidders who want to claim resident bidder status should complete the Affidavit for Claiming Resident Bidder Status along with their bid in the Expedite Bidding Program. Submittal of the Affidavit should be done along with the bid in Bid Express.

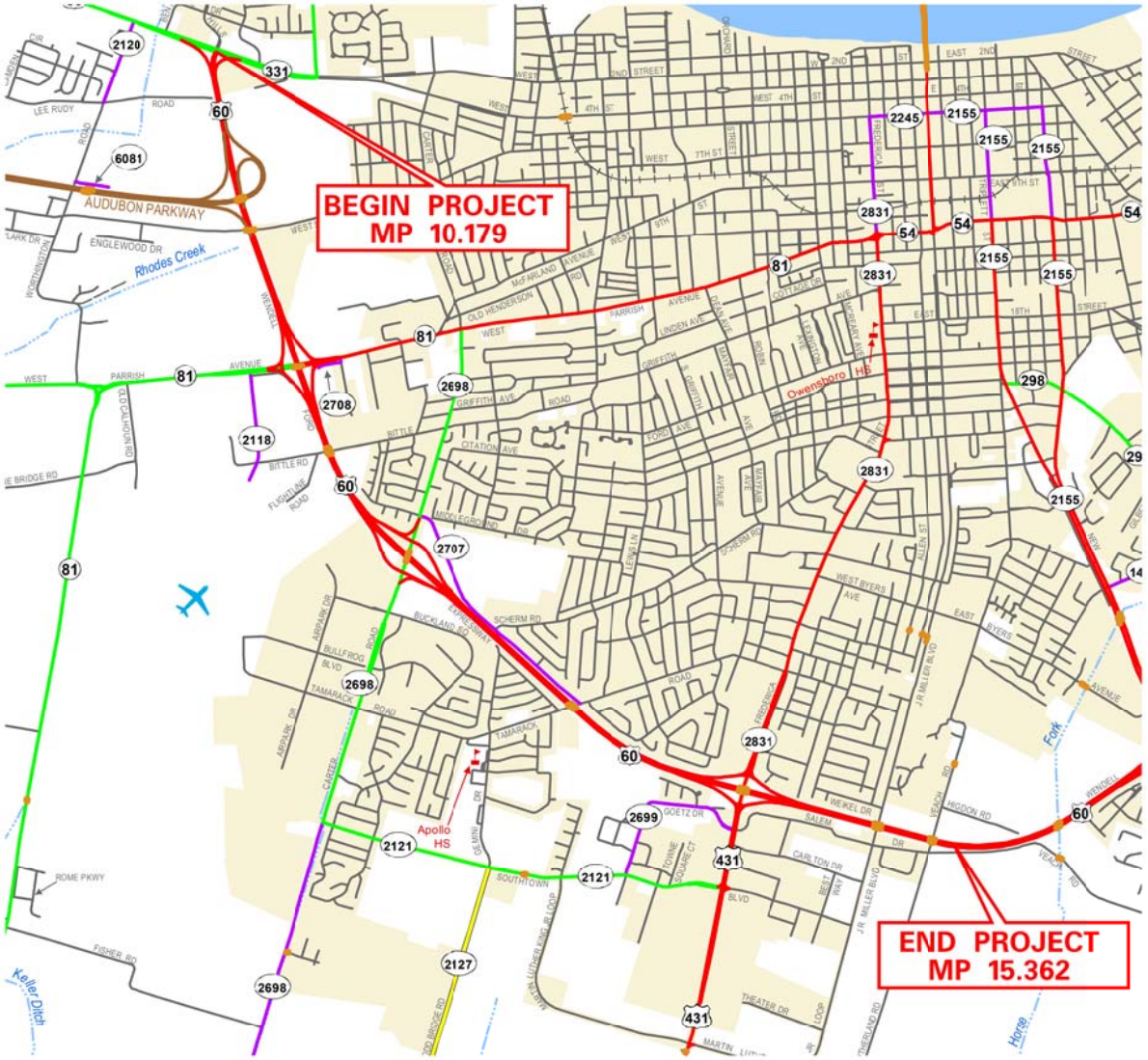
ASPHALT MIXTURE

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

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.





CONSTRUCTION NUMBER: FD04 SPP 030 0060 010–016

ITEM NUMBER: 2–2085.00 **LETTING DATE:** _____

RECOMMENDED BY: _____ **DATE:** _____
Project Manager

PLAN APPROVED BY: _____ **DATE:** _____
State Highway Engineer

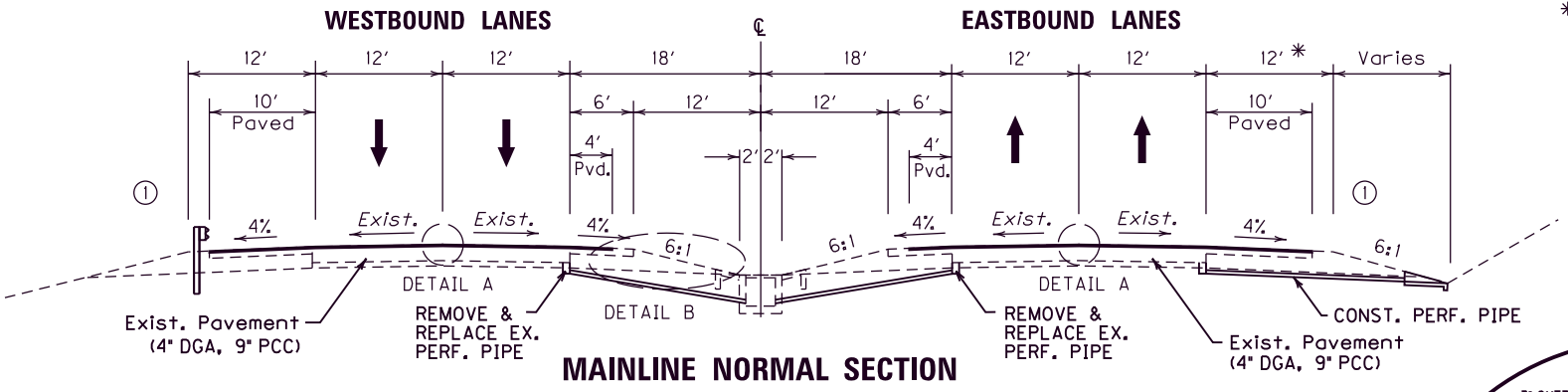
FHWA APPROVED BY: _____ **DATE:** _____

HMB PROFESSIONAL ENGINEERS, INC
3 HMB Circle, U.S. 460
Frankfort, KY 40601
502-692-9800

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

PROPOSED MAINLINE TYPICAL SECTIONS
OWENSBORO BY–PASS

MP 10.28 to MP 11.50
MP 12.10 to MP 14.92



MAINLINE NORMAL SECTION

* *FULL DEPTH ACCELERATION AND DECELERATION LANES WHERE APPLICABLE WIDTHS VARY*

SURFACING SCHEDULE

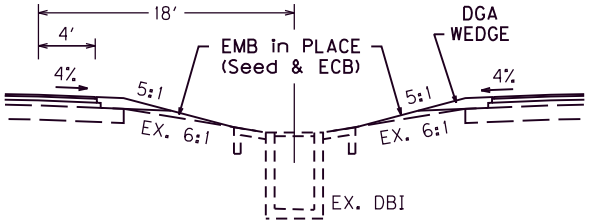
MAINLINE TRAFFIC LANES

BREAK AND SEAT EXISTING PAVEMENT
CLASS 3 ASPH. BASE 1.5D PG64-22 ..... 4½" DEPTH
CLASS 3 ASPH. BASE 1.0D PG64-22 ..... 4" DEPTH
CLASS 3 ASPH. SURF. 0.50A PG64-22 ..... 1½" DEPTH

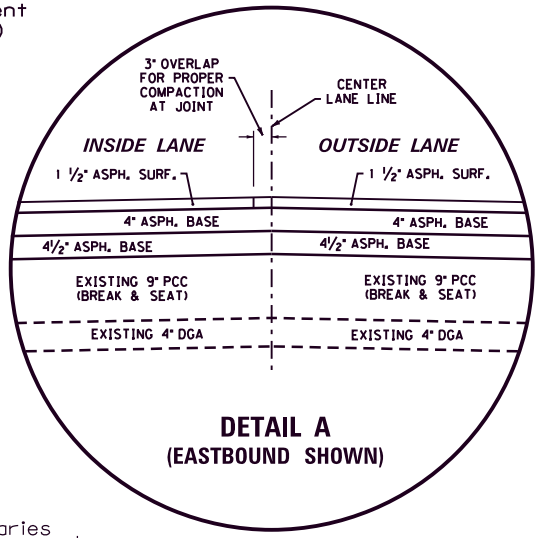
SHOULDERS

SCARIFY & COMPACT
CLASS 2 ASPH. BASE 1.5D PG64-22 ..... 4½" DEPTH
CLASS 2 ASPH. BASE 1.0D PG64-22 ..... 4" DEPTH
CLASS 2 ASPH. SURF. 0.50D PG64-22 ..... 1½" DEPTH
DGA WEDGE

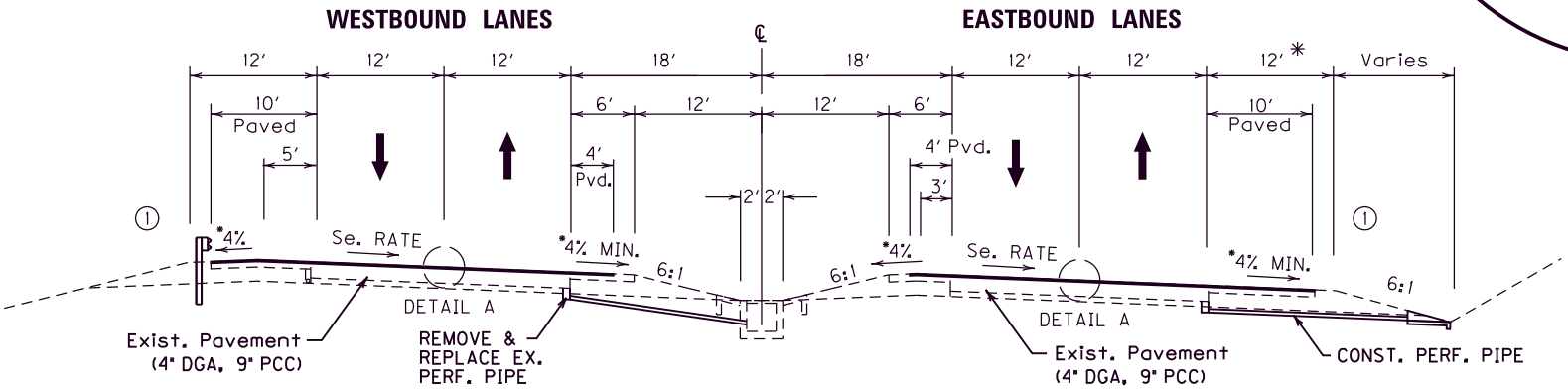
① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.



DETAIL B
MEDIAN TREATMENT FOR OVERLAY AREAS



DETAIL A
(EASTBOUND SHOWN)



MAINLINE SUPERELEVATED SECTION

NOT TO SCALE

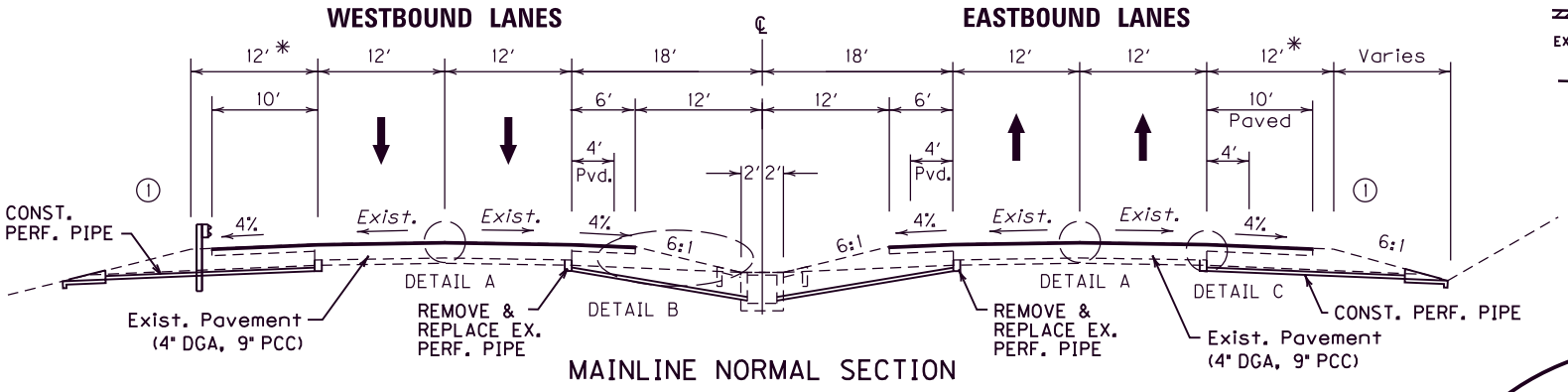
ALTERNATE NO. 1
ASPHALT OVERLAY

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

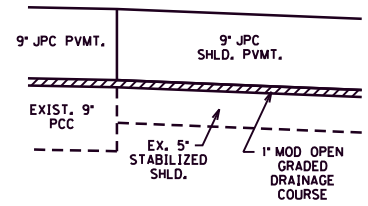
PROPOSED MAINLINE TYPICAL SECTIONS
OWENSBORO BY–PASS

MP 10.28 to MP 11.50
MP 12.10 to MP 14.92

✳ *FULL DEPTH ACCELERATION AND DECELERATION LANES WHERE APPLICABLE WIDTHS VARY*



MAINLINE NORMAL SECTION



DETAIL C

SURFACING SCHEDULE

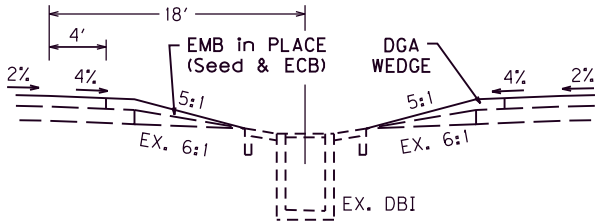
MAINLINE TRAFFIC LANES

MOD. OPEN GRADED DRAINAGE COURSE .... 1" DEPTH
JPC PAVEMENT ..... 9" DEPTH

MAINLINE SHOULDERS

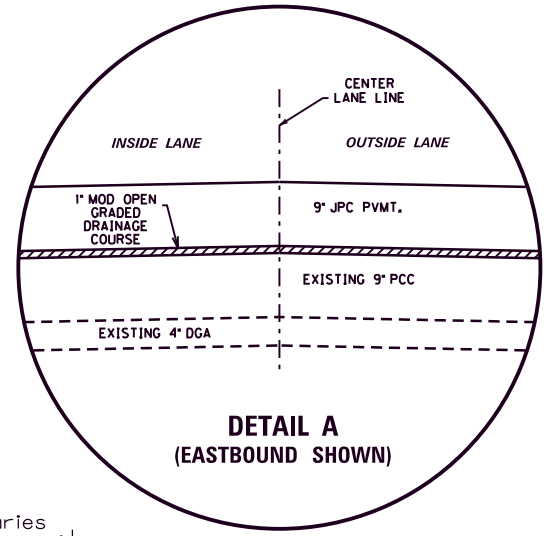
CLASS 2 AB 0.38D PG64-22 ..... 1" DEPTH (BOND BREAKER)
JPC SHOULDER PAVEMENT ..... 9" DEPTH
DGA WEDGE

① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.

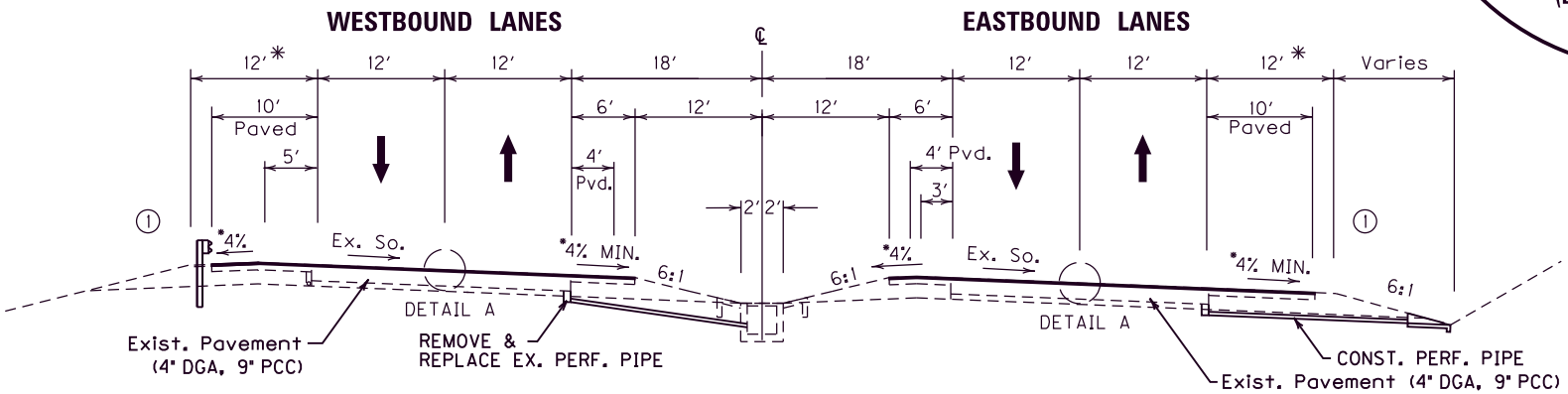


DETAIL B

MEDIAN TREATMENT FOR OVERLAY AREAS



DETAIL A
(EASTBOUND SHOWN)



MAINLINE SUPERELEVATED SECTION

NOT TO SCALE

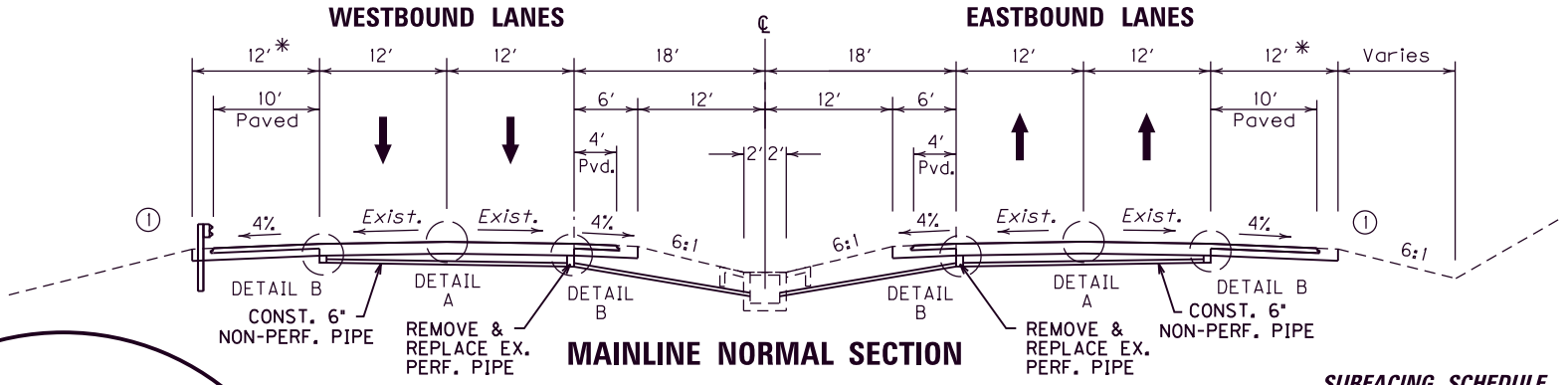
ALTERNATE NO. 2
CONCRETE OVERLAY

PROPOSED MAINLINE TYPICAL SECTIONS
OWENSBORO BY–PASS

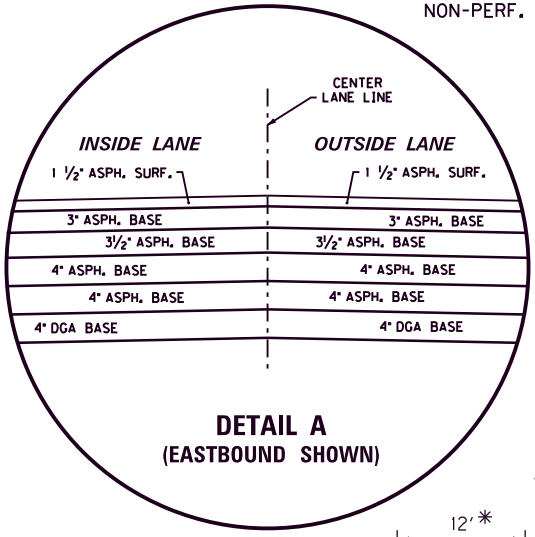
MP 10.179 to MP 10.280
MP 11.500 to MP 12.100
MP 14.920 to MP 15.360

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

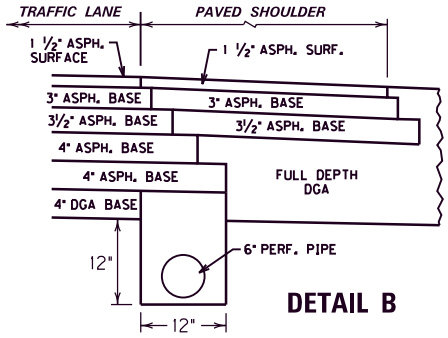
* *FULL DEPTH ACCELERATION AND DECELERATION LANES WHERE APPLICABLE WIDTHS VARY*



MAINLINE NORMAL SECTION



DETAIL A
(EASTBOUND SHOWN)



VERTICAL CUT
DO NOT DAYLIGHT SUBGRADE. DO NOT DISTURB EXISTING LIGHTING & CONDUIT

DETAIL B

SURFACING SCHEDULE

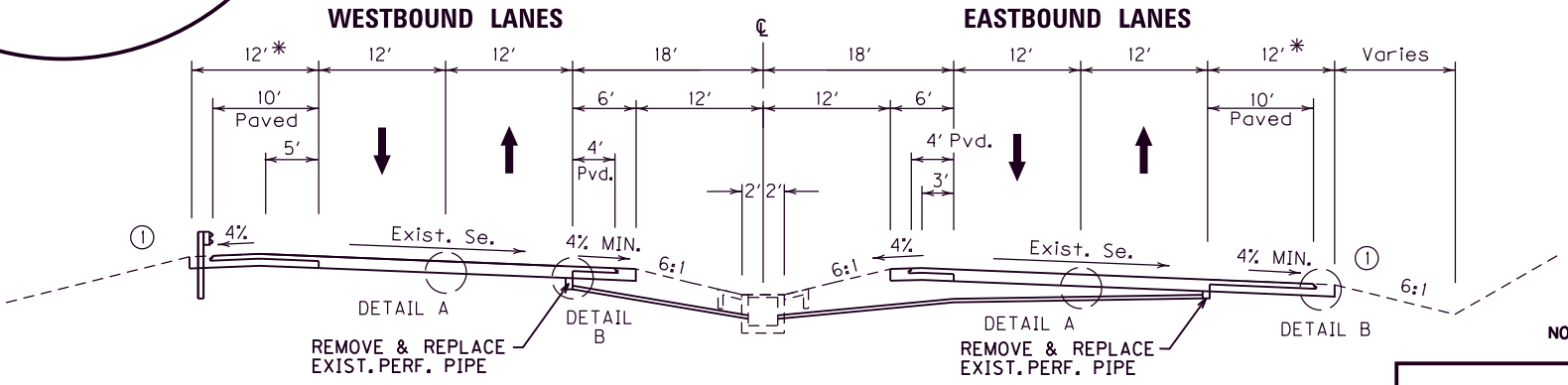
MAINLINE TRAFFIC LANES

REMOVE EXISTING PAVEMENT
DGA BASE ..... 4" DEPTH
CLASS 3 ASPH. BASE 1.0D PG64-22 ..... 14½" DEPTH (4"+4"+3½"+3")
CLASS 3 ASPH. SURF. 0.50A PG64-22 .... 1½" DEPTH

SHOULDERS

DGA BASE ..... FULL DEPTH
CLASS 2 ASPH. BASE 1.0D PG64-22 ..... 6½" DEPTH (3½"+3")
CLASS 2 ASPH. SURF. 0.50D PG64-22 ..... 1½" DEPTH

① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.



MAINLINE SUPERELEVATED SECTION

NOT TO SCALE

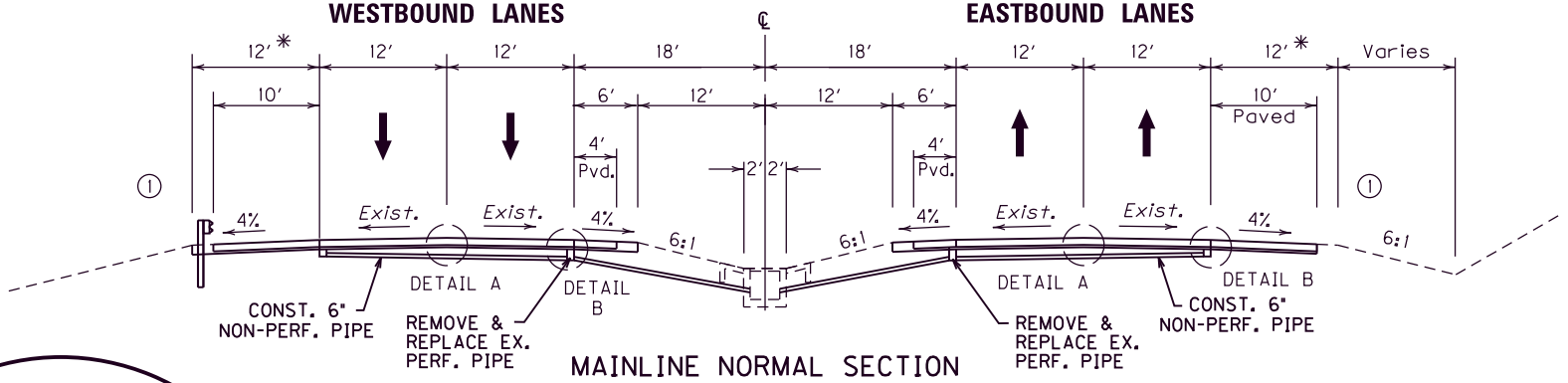
ALTERNATE NO. 1
ASPHALT INLAY

PROPOSED MAINLINE TYPICAL SECTIONS
OWENSBORO BY–PASS

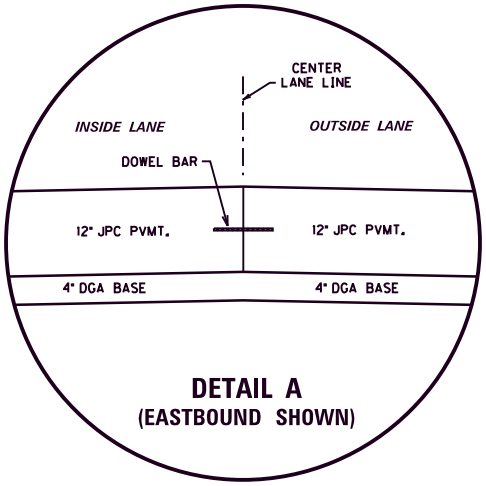
MP 10.179 to MP 10.280
MP 11.500 to MP 12.100
MP 14.920 to MP 15.360

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

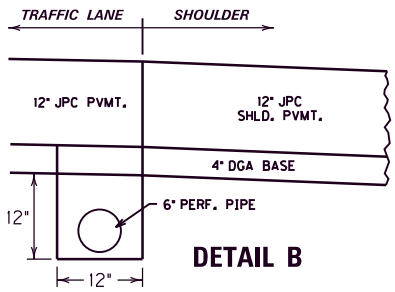
* *FULL DEPTH ACCELERATION AND DECELERATION LANES WHERE APPLICABLE WIDTHS VARY*



MAINLINE NORMAL SECTION



DETAIL A
(EASTBOUND SHOWN)



DETAIL B

VERTICAL CUT
DO NOT DAYLIGHT
SUBGRADE. DO NOT
DISTURB EXISTING
LIGHTING & CONDUIT

SURFACING SCHEDULE

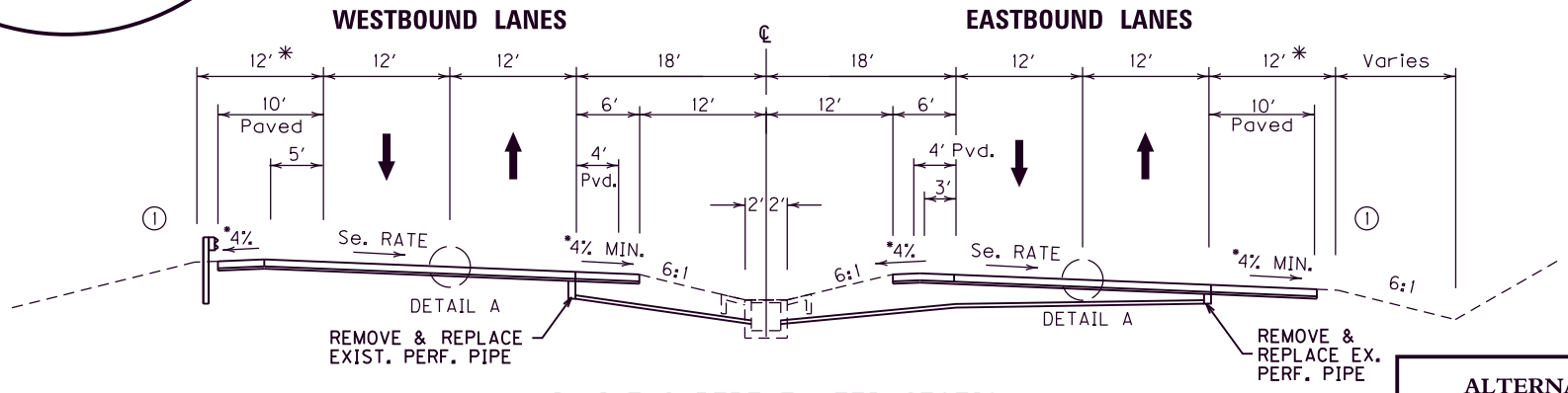
MAINLINE TRAFFIC LANES

REMOVE EXISTING PAVEMENT
DGA BASE ..... 4" DEPTH
JPC PAVEMENT ..... 12" DEPTH

MAINLINE SHOULDERS

EXCAVATION ..... 16" DEPTH
DGA BASE ..... 4" DEPTH
JPC SHOULDER PAVEMENT ..... 12" DEPTH

① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
① TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.



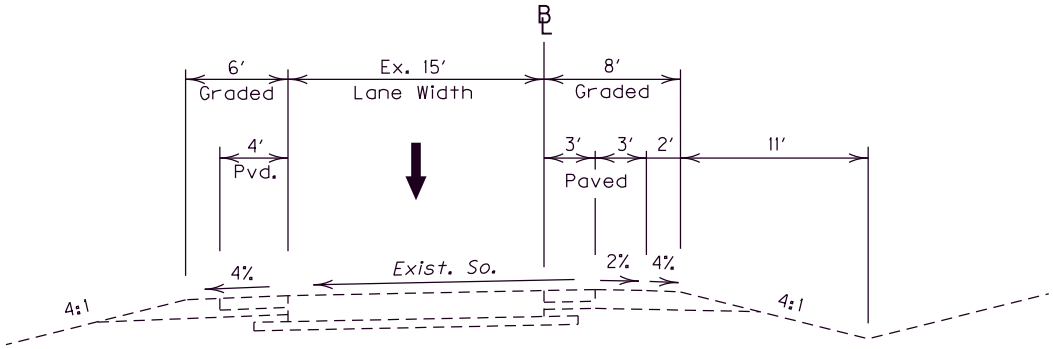
MAINLINE SUPERELEVATED SECTION

NOT TO SCALE

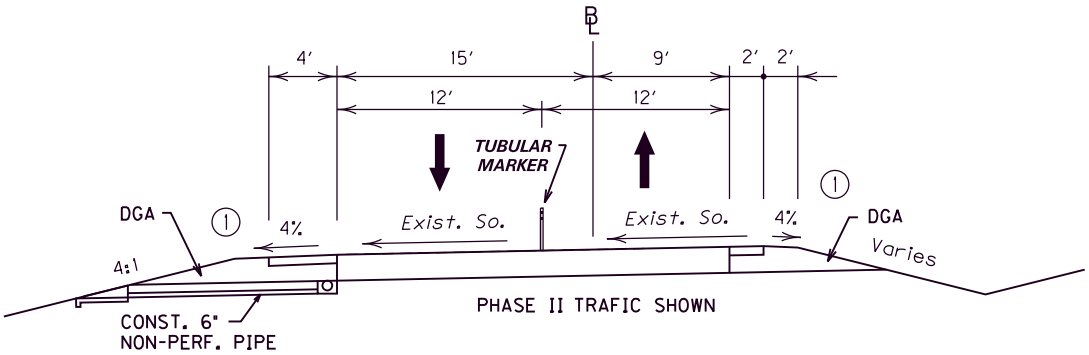
ALTERNATE NO. 2
CONCRETE INLAY

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

TYPICAL SECTIONS
EB TRAFFIC LANE MP 10.179 TO MP 10.28



EXISTING EB RAMP
@ BEGIN PROJECT (MP 10.179)



PROPOSED EB RAMP
(ASPHALT INLAY)
@ BEGIN PROJECT (MP 10.179)

ALT. NO. 1 SURFACING SCHEDULE

TRAFFIC LANES

REMOVE EXISTING PAVEMENT
DGA BASE ..... 4" DEPTH
CL.3 AB 1.0D PG64-22 ..... 14 ½" DEPTH (4"+4"+3½"+3")
CL.3 AS 0.50A PG64-22 ..... 1 ½" DEPTH

SHOULDERS

DGA BASE ..... FULL DEPTH
CL.2 AB 1.0D PG64-22 ..... 6½" DEPTH (3½"+3")
CL.2 AS 0.50D PG64-22 .... 1 ½" DEPTH

① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.

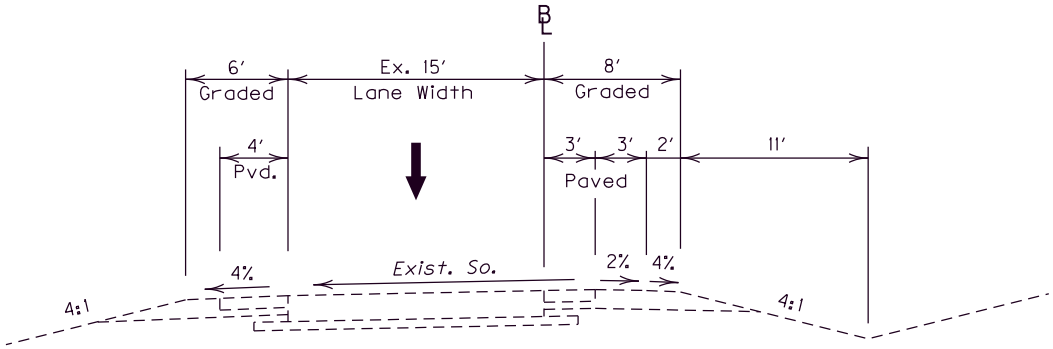
NOTE : WIDEN EXISTING EASTBOUND RAMP TO 24′ FOR 2 LANES OF TRAFFIC IN M.O.T. PHASE II. FOR FINAL TRAFFIC PATTERN RESTRIPE ORIGINAL 15′ EASTBOUND TRAFFIC LANE, 8′ OUTSIDE SHOULDER & 4′ INSIDE SHOULDER

NOT TO SCALE

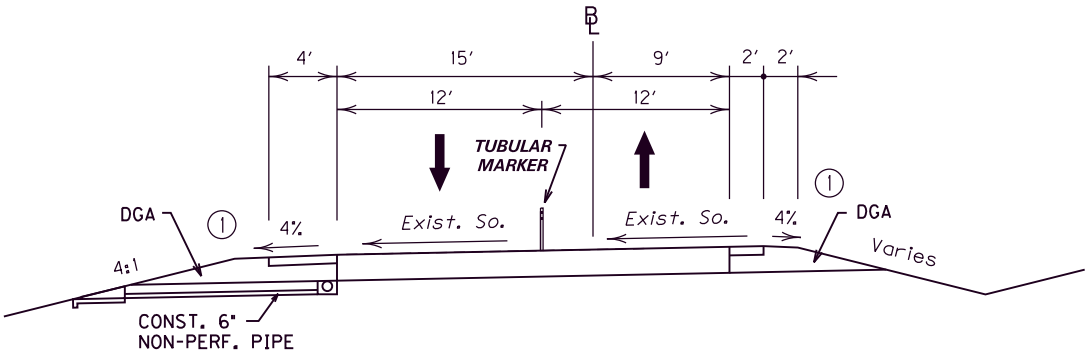
EASTBOUND RAMP @ US 60 – MP 10.179 ALTERNATE NO. 1

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

TYPICAL SECTIONS
EB TRAFFIC LANE MP 10.179 TO MP 10.28



EXISTING EB RAMP
@ BEGIN PROJECT (MP 10.179)



PROPOSED EB RAMP
(CONCRETE INLAY)
@ BEGIN PROJECT (MP 10.179)

ALT. NO. 2 SURFACING SCHEDULE

TRAFFIC LANES

REMOVE EXISTING PAVEMENT
DGA BASE ..... 4" DEPTH
JPC PAVEMENT ..... 12" DEPTH

SHOULDERS

DGA BASE ..... 8" DEPTH
JPC SHOULDER PAVEMENT ..... 8" DEPTH

(1) ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.

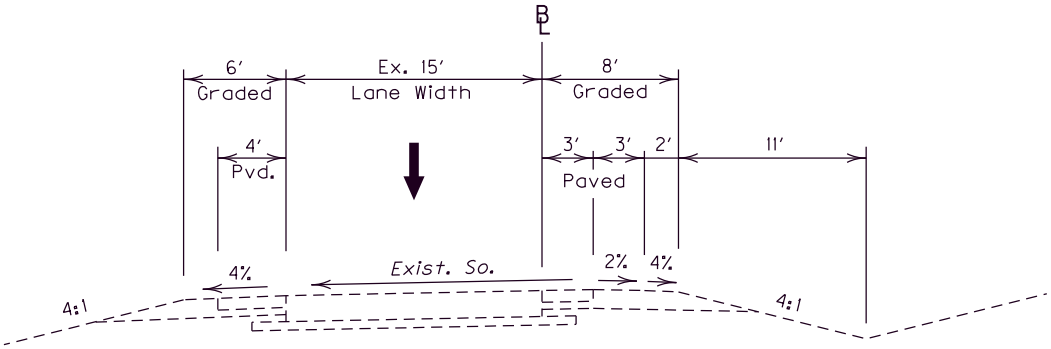
NOTE : WIDEN EXISTING EASTBOUND RAMP TO 24' FOR 2 LANES OF TRAFFIC IN M.O.T. PHASE II. FOR FINAL TRAFFIC PATTERN RESTRIPE ORIGINAL 15' EASTBOUND TRAFFIC LANE, 6' OUTSIDE SHOULDER & 4' INSIDE SHOULDER

NOT TO SCALE

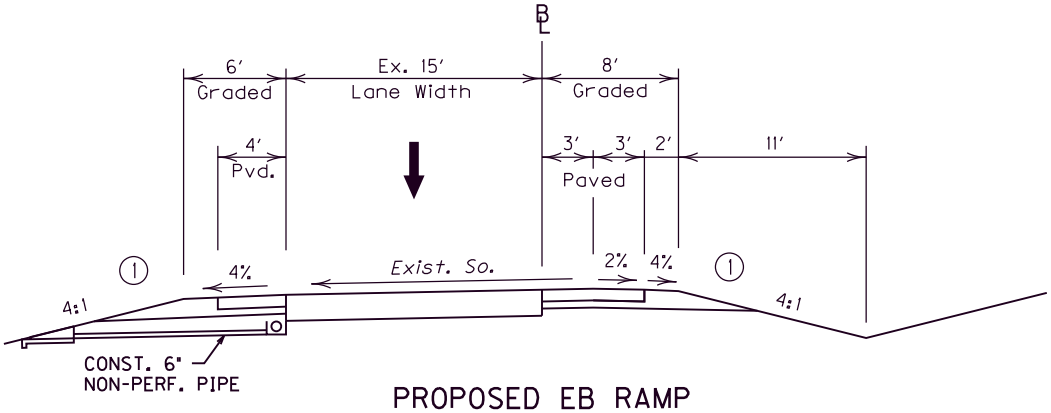
**EASTBOUND RAMP
@ US 60 – MP 10.179
ALTERNATE NO. 2**

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

TYPICAL SECTIONS
EB ON RAMP & WB OFF RAMP
at BEGIN PROJECT (MP 10.179)



EXISTING EB RAMP
@ BEGIN PROJECT (MP 10.179)



PROPOSED EB RAMP
(ASPHALT INLAY)
@ BEGIN PROJECT (MP 10.179)

ALT. NO. 1 SURFACING SCHEDULE

TRAFFIC LANES

REMOVE EXISTING PAVEMENT
DGA BASE ..... 4" DEPTH
CL.3 AB 1.0D PG64-22 ..... 14 ½" DEPTH (4"+4"+3½"+3")
CL.3 AS 0.50A PG64-22 ..... 1 ½" DEPTH

SHOULDERS

DGA BASE ..... FULL DEPTH
CL.2 AB 1.0D PG64-22 ..... 6½" DEPTH (3½"+3")
CL.2 AS 0.50D PG64-22 .... 1 ½" DEPTH

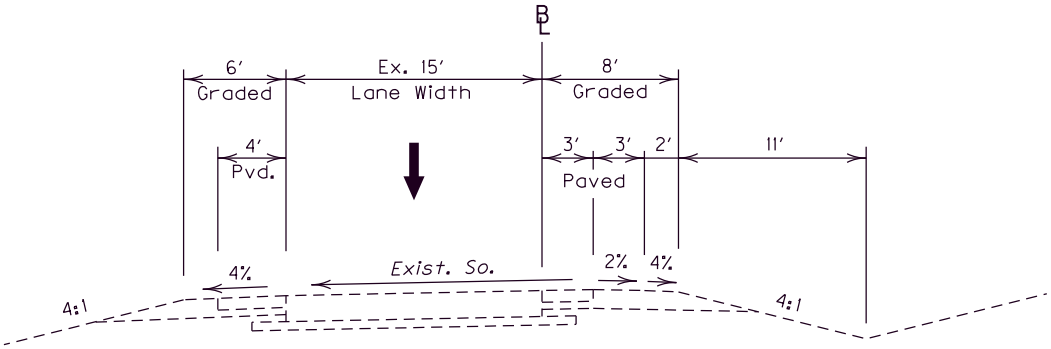
① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.

NOT TO SCALE

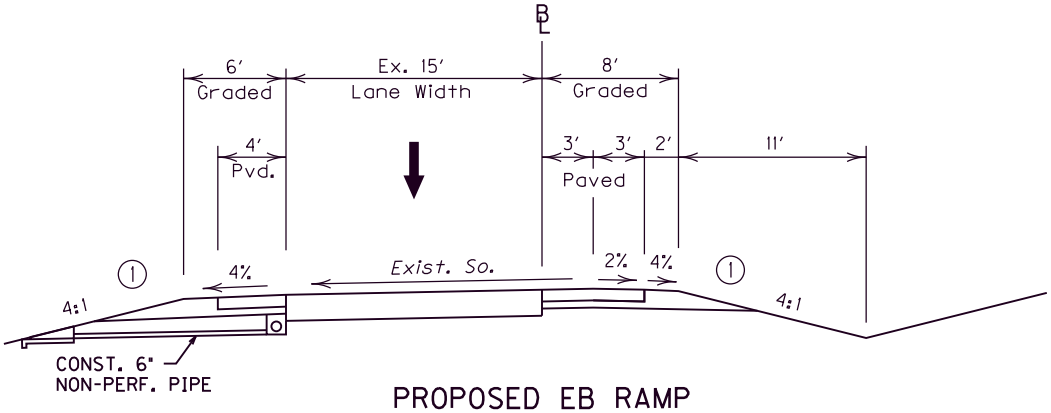
**E.B. & W.B. RAMPS
@ US 60 – MP 10.179
ALTERNATE NO. 1**

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

TYPICAL SECTIONS
EB ON RAMP & WB OFF RAMP
at BEGIN PROJECT (MP 10.179)



EXISTING EB RAMP
℄ BEGIN PROJECT (MP 10.179)



PROPOSED EB RAMP
(ASPHALT INLAY)
℄ BEGIN PROJECT (MP 10.179)

ALT. NO. 2 SURFACING SCHEDULE

TRAFFIC LANES

REMOVE EXISTING PAVEMENT
DGA BASE ..... 4" DEPTH
JPC PAVEMENT ..... 12" DEPTH

SHOULDERS

DGA BASE ..... 8" DEPTH
JPC SHOULDER PAVEMENT ..... 8" DEPTH

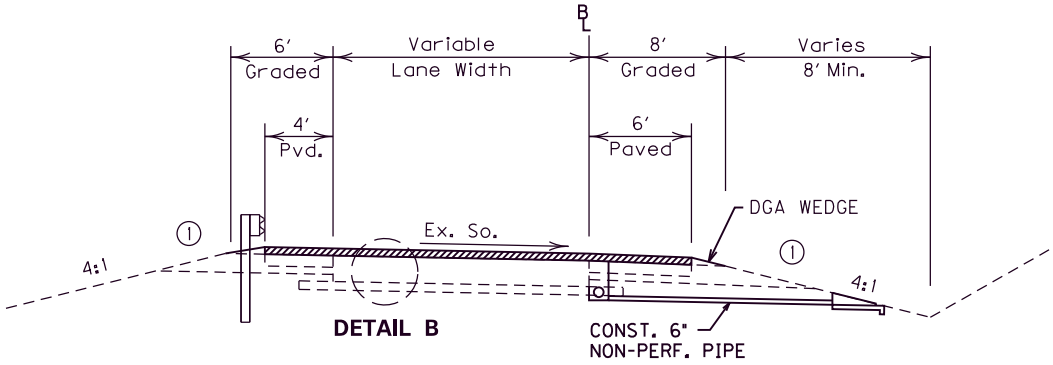
(1) ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.

NOT TO SCALE

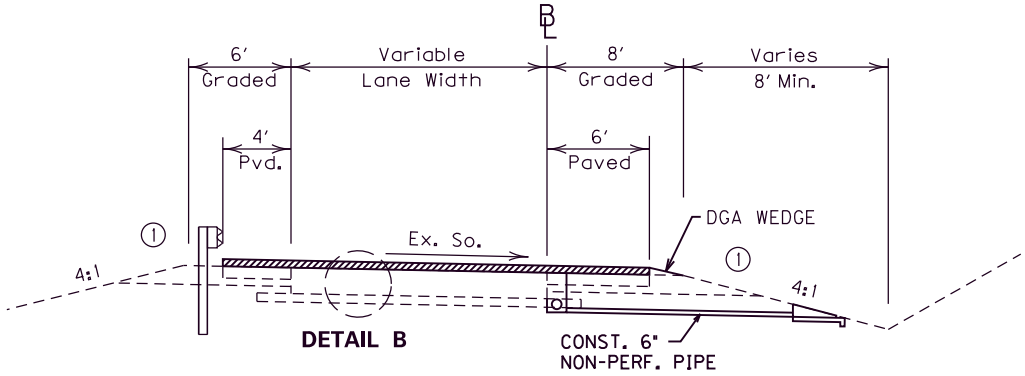
**E.B. & W.B. RAMPS
@ US 60 – MP 10.179
ALTERNATE NO. 2**

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

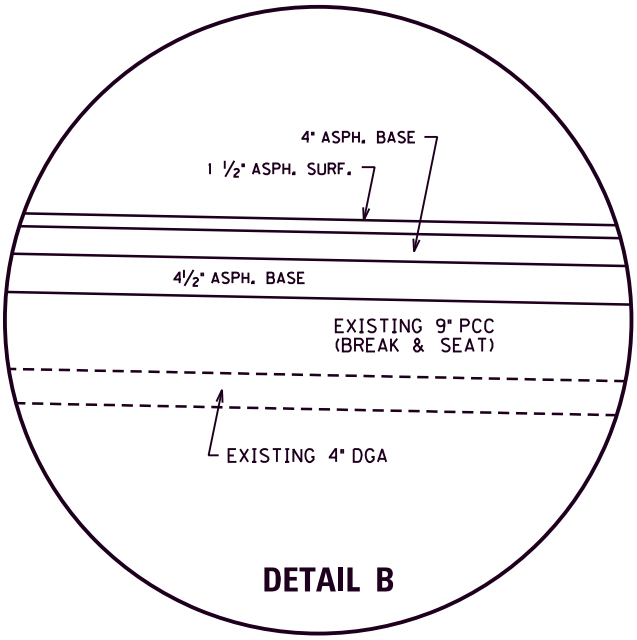
PROPOSED TYPICAL SECTIONS
KY 81 & US 431 RAMPS



NORMAL SECTION



SUPERELEVATED SECTION



SURFACING SCHEDULE

RAMP TRAFFIC LANES

BREAK AND SEAT EXISTING PAVEMENT
CLASS 3 ASPH. BASE 1.0D PG64-22 ..... 8½" DEPTH (4½" + 4"
CLASS 3 ASPH. SURF. 0.50A PG64-22 ..... 1½" DEPTH

RAMP SHOULDERS

SCARIFY & COMPACT
CLASS 2 ASPH. BASE 1.0D PG64-22 ..... 8½" DEPTH (4½" + 4")
CLASS 2 ASPH. SURF. 0.50D PG64-22 ..... 1½" DEPTH
DGA WEDGE

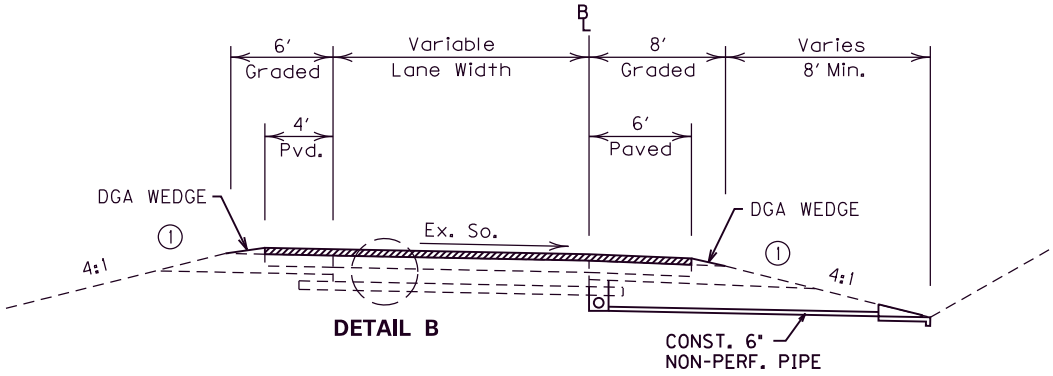
① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.

NOT TO SCALE

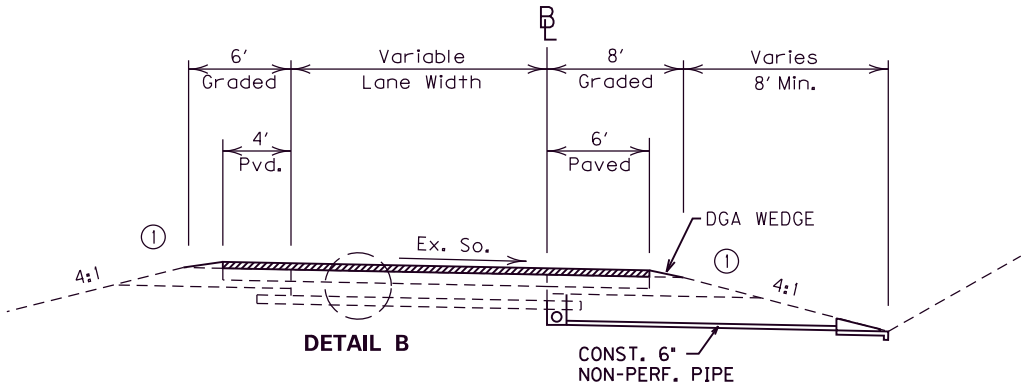
KY 81 & KY 431
RAMP TYPICAL SECTION
ALTERNATE NO. 1

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

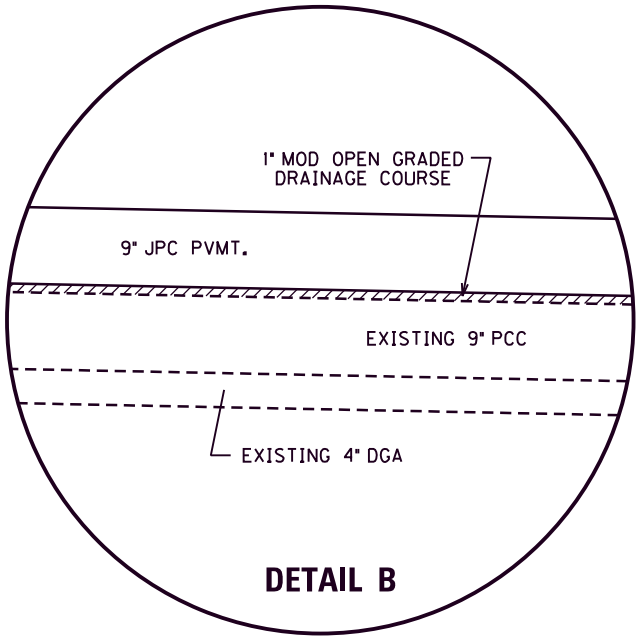
PROPOSED TYPICAL SECTIONS
KY 81 & US 431 RAMPS



NORMAL SECTION



SUPERELEVATED SECTION



SURFACING SCHEDULE

MAINLINE TRAFFIC LANES

MOD OPEN GRADED DRAINAGE COURSE ..... 1" DEPTH
JPC PAVEMENT ..... 9" DEPTH

MAINLINE SHOULDERS

SCARIFY & COMPACT
DGA BASE ..... 4" DEPTH
JPC SHLD. PVMT. ..... 6" DEPTH
DGA WEDGE

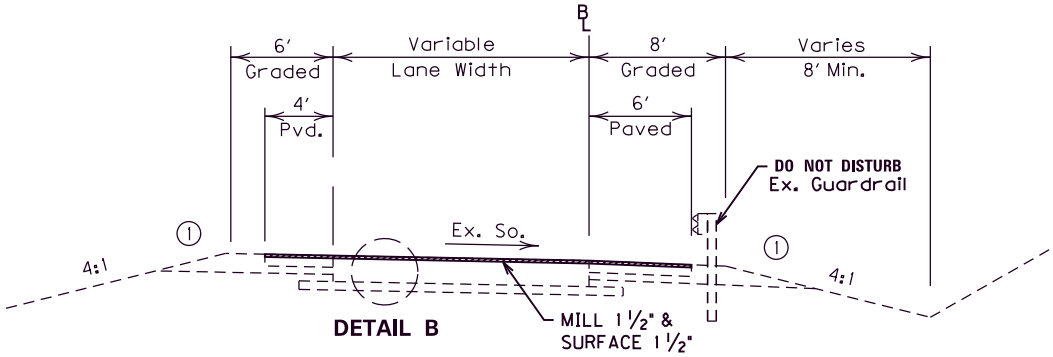
① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.

NOT TO SCALE

KY 81 & KY 431
RAMP TYPICAL SECTION
ALTERNATE NO. 2

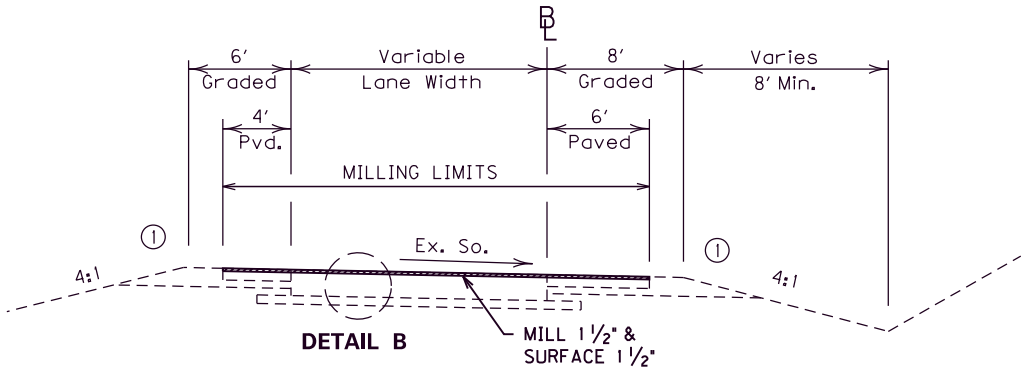
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

TYPICAL SECTIONS
CARTER ROAD RAMPS

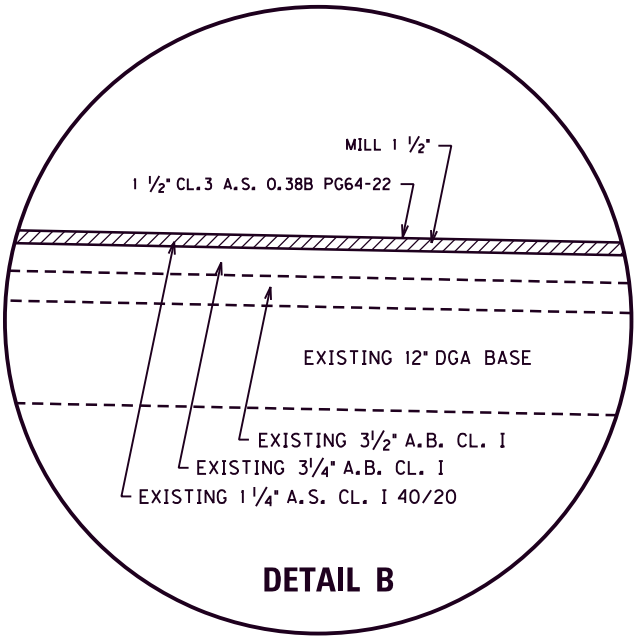


NORMAL SECTION

NOTE : SEE PLAN SHEET FOR MILLING LIMITS.



SUPERELEVATED SECTION



SURFACING SCHEDULE

MAINLINE TRAFFIC LANES

ASPHALT PAVE MILLING & TEXTURING ..... 1 ½" DEPTH
CLASS 3 ASPH. SURF. 0.50A PG64-22 ..... 1 ½" DEPTH

SHOULDERS

ASPHALT PAVE MILLING & TEXTURING ..... 1 ½" DEPTH
CLASS 2 ASPH. SURF. 0.50D PG64-22 ..... 1 ½" DEPTH

① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE.
TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.

NOT TO SCALE

CARTER ROAD
RAMP TYPICAL SECTION

DAVIESS COUNTY
OWENSBORO BYPASS (US 60)
PAVEMENT REHABILITATION, MILEPOST 10.179 TO 15.362
ITEM NO. 2–2085
GENERAL SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
	ALTERNATE NO. 1		
2107	BREAK AND SEAT EXISTING PAVEMENT	S.Y.	137,316
0205	CLASS 3 ASPHALT BASE 1.50D PG64-22	TON	29,234
0214	CLASS 3 ASPHALT BASE 1.0D PG64-22	TON	69,100
0330	CLASS 3 ASPHALT SURFACE 0.50A PG64-22	TON	15,430
0203	CLASS 2 ASPHALT BASE 1.50D PG64-22	TON	16,426
0212	CLASS 2 ASPHALT BASE 1.0D PG64-22	TON	35,044
0309	CLASS 2 ASPHALT SURFACE 0.50D PG64-22	TON	10,739
0001	DGA BASE	TON	83,674
0103	ASPHALT SEAL COAT	TON	172
0100	ASPHALT SEAL AGGREGATE	LBS.	1,424
2058	REMOVE PCC PAVEMENT	S.Y.	39,436
10203ND	PAVEMENT ADJUSTMENT (ASPHALT)	L.S.	1,356,109
2677	ASPHALT PAVEMENT MILLING AND TEXTURING	TON	2,348
2676	MOBILIZATION FOR MILLING AND TEXTURING	L.S.	1
2696	SHOULDER RUMBLE STRIPS - SAWED	L.F.	72,250
2230	EMBANKMENT IN PLACE	C.Y.	13,114
2200	ROADWAY EXCAVATION	C.Y.	10,412
2235	BACKFILLING UNDERCUT	C.Y.	5,067
2598	FABRIC - GEOTEXTILE TYPE III	S.Y.	30,400
2585	EDGE KEY ⑤	L.F.	100
	ALTERNATE NO. 2		
269	MOD. OPEN GRADED DRAINAGE COURSE	TON	12,403
2078	JPC PAVEMENT NON-REINFORCED SHOULDER - 6 IN.	S.Y.	17,384
2073	JPC PAVEMENT NON-REINFORCED - 9 IN.	S.Y.	137,316
2082	JPC PAVEMENT NON-REINFORCED SHOULDER - 9 IN.	S.Y.	66,366
2070	JPC PAVEMENT NON-REINFORCED - 12 IN.	S.Y.	36,063
2077	JPC PAVEMENT NON-REINFORCED SHOULDER - 12 IN.	S.Y.	21,364
0001	DGA BASE	TON	69,253
0103	ASPHALT SEAL COAT	TON	172
0100	ASPHALT SEAL AGGREGATE	TON	1,424
2058	REMOVE P.C.C. PAVEMENT	S.Y.	55,869
2695	RUMBLE STRIPS TYPE 3	L.F.	420

CONTINUED ON NEXT SHEET

⑤ FOR TIE @ AUDUBON PARKWAY RAMPS

DAVIESS COUNTY
OWENSBORO BYPASS (US 60)
PAVEMENT REHABILITATION, MILEPOST 10.179 TO 15.362
ITEM NO. 2–2085
GENERAL SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
	ALTERNATE NO. 2 (Cont.)		
0330	CLASS 3 ASPHALT SURFACE 0.50A PG64-22	TON	1,450
0309	CLASS 2 ASPHALT SURFACE 0.50D PG64-22	TON	2,068
0212	CLASS 2 ASPHALT BASE 1.0D PG64-22	TON	4,679
2677	ASPHALT PAVEMENT MILLING AND TEXTURING	TON	2,348
2676	MOBILIZATION FOR MILLING AND TEXTURING	L.S.	1
10203ND	PAVEMENT ADJUSTMENT (CONCRETE)	L.S.	785,704
2081	JPC PAVEMENT 8 IN NON-REINFORCED SHOULDER	S.Y.	2,620
2078	JPC PAVEMENT 6 IN NON-REINFORCED SHOULDER	S.Y.	17,384
2230	EMBANKMENT IN PLACE	C.Y.	13,114
2200	ROADWAY EXCAVATION	C.Y.	10,412
2235	BACKFILLING UNDERCUT	C.Y.	9,600
2598	FABRIC - GEOTEXTILE TYPE III	S.Y.	57,600
2377	GUARDRAIL CONNECTOR TO BRIDGE END TYPE C	EACH	4
2352	GUARDRAIL - STEEL 'W' BEAM-D FACE	L.F.	1,375
2367	GUARDRAIL END TREATMENT TYPE 1	EACH	20
2369	GUARDRAIL END TREATMENT TYPE 2A	EACH	27
2391	GUARDRAIL END TREATMENT TYPE 4A	EACH	5
2397	TEMPORARY GUARDRAIL	L.F.	1,250
21802EN	GUARDRAIL - STEEL W BEAM - S FACE (7' POST)	L.F.	30,550
2363	GUARDRAIL CONNECTOR TO BRIDGE END TYPE A	EACH	26
2929	CRASH CUSHION TYPE IX	EACH	8
2365	CRASH CUSHION TYPE IX-A	EACH	10
1982	DELINEATORS FOR GUARDRAIL (W)	EACH	460
23143ED	KPDES PERMIT & TEMPORARY EROSION CONTROL	L.S.	1
5950	EROSION CONTROL BLANKET	S.Y.	65,400
2237	DITCHING	L.F.	12,800
2714	SHOULDERING	L.F.	27,360
6549	PAVE STRIPING - TEMP REM TAPE - B ①	L.F.	380
6550	PAVE STRIPING - TEMP REM TAPE - W ①	L.F.	1,680
6551	PAVE STRIPING - TEMP REM TAPE - Y ①	L.F.	840
6570	PAVEMENT MARKING - PAINT CROSS-HATCH	S.F.	13,812

CONTINUED ON NEXT SHEET

① FOR LANE CLOSURES

DAVIESS COUNTY
OWENSBORO BYPASS (US 60)
PAVEMENT REHABILITATION, MILEPOST 10.179 TO 15.362
ITEM NO. 2–2085
GENERAL SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
6592	PAVEMENT MARKING TY. V-B W/R	EACH	1,239
6593	PAVEMENT MARKING TY. V-B Y/R	EACH	505
20205EC	PAVEMENT MARK STOP BAR - 24 IN PAINT	L.F.	214
2650	MAINTAIN AND CONTROL TRAFFIC	L.S.	1
78	CRUSHED AGGREGATE SIZE NO. 2	TON	2,150
2483	CLASS II CHANNEL LINING	TON	1,400
2484	CLASS III CHANNEL LINING	TON	1,200
6412	STEEL POST MILE MARKERS	EACH	10
2562	SIGNS ③	S.F.	1,836
2014	BARRICADE - TYPE III	EACH	18
6401	FLEXIBLE DELINEATOR POST - M/W	EACH	1,063
6404	FLEXIBLE DELINEATOR POST - M/Y	EACH	394
3225	TUBULAR MARKERS	EACH	1,040
2775	ARROW PANEL	EACH	2
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	10
22883EN	CONCRETE WEDGE CURB	L.F.	3,223
1845	ISLAND INTEGRAL CURB	L.F.	320
1720	RECONSTRUCT INLET	EACH	30
2381	REMOVE GUARDRAIL	L.F.	33,850
6600	REMOVE EXISTING PAVEMENT MARKERS TYPE V	EACH	660
3262	CLEAN PIPE STRUCTURE	EACH	1
2565	OBJECT MARKER TYPE 2	EACH	20
1690	FLUME INLET TYPE 1	EACH	4
2655	CROSSOVERS - NO. 1 - MP 10.6 ALT. 1 & 2	L.S.	1
2655	CROSSOVERS - NO. 2 - MP 11.0 ALT. 1	L.S.	1
2655	CROSSOVERS - NO. 3 - MP 12.34 ALT. 1 & 2	L.S.	1
2655	CROSSOVERS - NO. 4 - MP 12.83 ALT. 1 & 2	L.S.	1
2655	CROSSOVERS - NO. 5 - MP 10.85 ALT. 2	L.S.	1
2655	CROSSOVERS - NO. 6 - MP 15.59 ALT. 1 & 2	L.S.	1
1001	PERFORATED PIPE - 6 IN.	L.F.	105,950
1011	NON-PERFORATED PIPE - 6 IN.	L.F.	4,250
1021	PERFORATED PIPE HDWL. TY. 1 - 6 IN.	EACH	30
1029	PERFORATED PIPE HDWL. TY. 3 - 6 IN.	EACH	38
1033	PERFORATED PIPE HDWL. TY. 4 - 6 IN.	EACH	38
1741	CORED HOLE DRAINAGE BOX CONNECTOR - 6 IN.	EACH	54
1015	INSPECT AND CERTIFY EDGE DRAIN SYSTEM	L.S.	1
2726	STAKING	L.S.	1

CONTINUED ON NEXT SHEET

③ INCLUDES DETOUR SIGNING

DAVIESS COUNTY
OWENSBORO BYPASS (US 60)
PAVEMENT REHABILITATION, MILEPOST 10.179 TO 15.362
ITEM NO. 2–2085
GENERAL SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
21659NN	RELOCATE SIGNAL HEADS	L.S.	1
20467NS112	RELOCATE TUBULAR MARKERS	EACH	600
20411ED	LAW ENFORCEMENT OFFICER	HOUR	1000
4830	LOOP WIRE	L.F.	300
24189ER	DURABLE WATERBORNE MARKING - 6 IN. W	L.F.	92,611
24190ER	DURABLE WATERBORNE MARKING - 6 IN. Y	L.F.	85,750
24191ER	DURABLE WATERBORNE MARKING - 12 IN. W	L.F.	10,700
6511	PAVE STRIPING TEMP PAINT - 6 IN.	L.F.	83,400
22664EN	WATERBLASTING EXISTING STRIPING	L.F.	54,740
8100	CLASS 'A' CONCRETE ②	C.Y.	44.47
8150	STEEL REINFORCEMENT ②	LBS.	392
5985	SEEDING AND PROTECTION	S.Y.	68,000
5966	TOPDRESSING FERTILIZER	TON	7.04
5992	AGRICULTURAL LIMESTONE	TON	46
2568	MOBLIZATION	L.S.	1
2569	DEMOBLIZATION	L.S.	1
1718	REMOVE INLET ④	EACH	2
1480	CURB BOX INLET TYPE B ④	EACH	2
20456NS835	INSTALL TEMP. VIDEO CAMERA	EACH	1
23670EC	INTALL VIDEO DETECTION CABLE	L.F.	200
24094EC	PARTIAL DEPTH PATCHING	C.Y.	28
08526	CONCRETE CLASS M FULL DEPTH PATCH	C.Y.	11
08534	CONCRETE OVERLAY - LATEX	C.Y.	136
08549	BLAST CLEANING	S.Y.	3390
08151	STEEL REINFORCEMENT EPOXY COATED	LBS.	3778
08551	MACHINE PREPARATION OF SLAB	S.Y.	3236
08504	EPOXY SAND SLURRY	S.Y.	340
03299	ARMORED EDGE	L.F.	419
08469	EXPANSION DAM 1.5 IN. NEOPRENE	L.F.	836

② FOR CONCRETE MEDIAN BARRIER END AT CARTER ROAD.
④ W.B. @ J.R. MILLER BRIDGE & W.B. SOUTHERN RD. BRIDGE

US 60 BYPASS
DAVIESS COUNTY
ITEM NO. 2–2085
PAVING SUMMARY (ALTERNATE NO. 1)

PAVING AREAS (SQUARE YARDS)

ITEM	TOTAL
MAINLINE TRAFFIC LANES & SHOULDERS M.P. 10.28 TO M.P. 11.50 (OVERLAY) M.P. 12.10 TO M.P. 14.92 (OVERLAY)	
	S.Y.
BREAK & SEAT EXISTING PAVEMENT	113,771
4½" CL.3 AB 1.50D PG64-22	118,116
4" CL.3 AB 1.0D PG64-22	114,956
1½" CL.3 AS 0.50A PG64-22	113,771
4½" CL.2 AB 1.50D PG64-22	66,366
4" CL.2 AB 1.0D PG64-22	66,366
1½" CL.2 AS 0.50D PG64-22	66,366
DGA WEDGE (C.Y.) SHOULDERS	11,296
ASPHALT SEAL AGGREGATE (2 APPLICATIONS)	② 75,844
ASPHALT SEAL COAT (2 APPLICATIONS)	③ 75,844

ITEM	TOTAL
MAINLINE TRAFFIC LANES & SHOULDERS ① *M.P. 10.179 TO M.P. 10.28 (INLAY) M.P. 11.50 TO M.P. 12.10 (INLAY) M.P. 14.92 TO M.P. 15.36 (INLAY)*	
	S.Y.
4" DGA BASE	40,333
FULL DEPTH DGA BASE (SHOULDER)	21,364
14½" CL. 3 AB 1.0D PG64-22	39,265
1½" CL. 3 AS 0.50A PG64-22	36,063
6½" CL. 2 AB 1.0D PG64-22 (SHOULDER)	21,364
1½" CL. 2 AS 0.50D PG64-22 (SHOULDER)	21,364
DGA WEDGE (C.Y.) SHOULDERS	11,992
ASPHALT SEAL AGGREGATE (2 APPLICATIONS)	② 21,420
ASPHALT SEAL COAT (2 APPLICATIONS)	③ 21,420

PAVING SUMMARY

CODE	ITEM	UNIT	OVERLAY	INLAY	SHEET TOTAL
2107	BREAK & SEAT EXISTING PAVEMENT	S.Y.	113,771		113,771
205	CL.3 AB 1.50D PG64-22	TON	29,234		29,234
214	CL.3 AB 1.0D PG64-22	TON	25,290	31,314	56,604
330	CL.3 AS 0.50A PG64-22	TON	9,386	2,975	12,037
203	CL.2 AB 1.50D PG64-22	TON	16,426		16,426
212	CL.2 AB 1.0D PG64-22	TON	14,601	7,637	22,238
309	CL.2 AS 0.50D PG64-22	TON	5,475	1,762	7,237
1	DGA BASE	TON	23,383	48,841	73,224
100	ASPHALT SEAL AGGREGATE	TON	758	214	972
103	ASPHALT SEAL COAT	TON	91	26	117

① INCLUDES ACCELERATION & DECELERATION LANES, INCLUDES EASTBOUND ON RAMP & WESTBOUND OFF RAMP @ BEGIN PROJECT
② ESTIMATED AT 20 LBS/S.Y. FOR ENTIRE AREA (ONE APPLICATION)
③ ESTIMATED AT 2.4 LBS/S.Y. FOR ENTIRE AREA (ONE APPLICATION)

US 60 BYPASS
DAVIESS COUNTY
ITEM NO. 2–2085
PAVING SUMMARY (ALTERNATE NO. 1)

PAVING AREAS

ITEM	TOTAL	ITEM	TOTAL
KY 81 INTERCHANGE ① *RAMPS & SHLDS.*		*US 431 INTERCHANGE* ① *RAMPS & SHLDS.*	
	S.Y.		S.Y.
BREAK AND SEAT EXISTING PAVEMENT	10,882	BREAK AND SEAT EXISTING PAVEMENT	12,663
8½" CL.3 AB 1.0D PG64-22	12,468	8½" CL.3 AB 1.0D PG64-22	14,264
1 ½" CL.3 AS 0.50A PG64-22	10,882	1 ½" CL.3 AS 0.50A PG64-22	12,663
DGA WEDGE (C.Y.) SHOULDERS	1,762	DGA WEDGE (C.Y.) SHOULDERS	1,779
8½" CL.2 AB 1.0D PG64-22 (SHOULDER)	8,652	8½" CL.2 AB 1.0D PG64-22 (SHOULDER)	8,732
1 ½" CL.2 AS 0.50D PG64-22 (SHOULDER)	8,652	1 ½" CL.2 AS 0.50D PG64-22 (SHOULDER)	8,732
ASPHALT SEAL AGGREGATE (2 APPLICATIONS)	② 13,843	ASPHALT SEAL AGGREGATE (2 APPLICATIONS)	② 13,971
ASPHALT SEAL COAT (2 APPLICATIONS)	③ 13,843	ASPHALT SEAL COAT (2 APPLICATIONS)	③ 13,971

PAVING SUMMARY

CODE	ITEM	UNIT	KY 81 RAMPS	US 431 RAMPS	SHEET TOTAL
2107	BREAK AND SEAT EXISTING PAVEMENT	S.Y.	10,882	12,663	23,545
214	CL.3 AB 1.0D PG64-22	TON	5,828	6,668	12,496
330	CL.3 AS 0.50A PG64-22	TON	898	1,045	1,943
1	DGA BASE	TON	3,647	3,683	7,330
212	CL.2 AB 1.0D PG64-22 (SHOULDER)	TON	4,045	4,082	8,127
309	CL.2 AS 0.50D PG64-22 (SHOULDER)	TON	714	720	1,434
100	ASPHALT SEAL AGGREGATE	TON	138	140	278
103	ASPHALT SEAL COAT	TON	17	17	34

① INCLUDES ACCELERATION & DECELERATION LANES
② ESTIMATED AT 20 LBS/S.Y. FOR ENTIRE AREA (ONE APPLICATION)
③ ESTIMATED AT 2.4 LBS/S.Y. FOR ENTIRE AREA (ONE APPLICATION)

US 60 BYPASS
DAVIESS COUNTY
ITEM NO. 2–2085
PAVING SUMMARY (ALTERNATE NO. 2)

PAVING AREAS
MAINLINE

ITEM	TOTAL
MAINLINE TRAFFIC LANES & SHOULDERS *M.P. 10.28 TO M.P. 11.50 (OVERLAY)* *M.P. 12.10 TO M.P. 14.92 (OVERLAY)*	
	S.Y.
1" MOD OPEN GRADED DRAINAGE COURSE	180,137
9" JPC PAVEMENT NON-REINFORCED	113,771
9" JPC PAVEMENT NON-REINFORCED SHOULDER	66,366
DGA WEDGE (C.Y.) SHOULDERS	11,296
ASPHALT SEAL AGGREGATE (2 APPLICATIONS)	② 75,844
ASPHALT SEAL COAT (2 APPLICATIONS)	③ 75,844

ITEM	TOTAL
MAINLINE TRAFFIC LANES & SHOULDERS ① *M.P. 10.179 TO M.P. 10.28 (INLAY)* *M.P. 11.50 TO M.P. 12.10 (INLAY)* *M.P. 14.92 TO M.P. 15.36 (INLAY)*	
	S.Y.
4" DGA BASE	36,063
12" JPC PAVEMENT NON-REINFORCED	36,063
4" DGA BASE (SHOULDER)	21,364
12" JPC PAVEMENT NON-REINFORCED SHOULDER	21,364
DGA WEDGE (C.Y.) SHOULDERS	8,217
ASPHALT SEAL AGGREGATE (2 APPLICATIONS)	② 21,420
ASPHALT SEAL COAT (2 APPLICATIONS)	③ 21,420
8" DGA BASE	2,620
8" JPC PAVEMENT NON-REINFORCED	2,620

PAVING SUMMARY

CODE	ITEM	UNIT	OVERLAY	INLAY	SHEET TOTAL
269	MOD OPEN GRADED DRAINAGE COURSE ④	TON	10,908		10,908
2070	JPC PAVEMENT NON-REINFORCED - 12"	S.Y.		36,063	36,063
2077	JPC PAVEMENT NON-REINFORCED SHOULDER - 12"	S.Y.		21,364	21,364
2073	JPC PAVEMENT NON-REINFORCED - 9"	S.Y.	113,771		113,771
2082	JPC PAVEMENT NON-REINFORCED SHOULDER - 9"	S.Y.	66,366		66,366
1	DGA BASE	TON	23,383	31,422	54,805
2081	JPC PAVEMENT NON-REINFORCED SHOULDER - 8"	S.Y.		2,620	2,620
100	ASPHALT SEAL AGGREGATE	TON	758	214	972
103	ASPHALT SEAL COAT	TON	91	26	117

① INCLUDES ACCELERATION & DECELERATION LANES, INCLUDES EASTBOUND ON RAMP & WESTBOUND OFF RAMP @ BEGIN PROJECT
② ESTIMATED AT 20 LBS/S.Y. FOR ENTIRE AREA (ONE APPLICATION)
③ ESTIMATED AT 2.4 LBS/S.Y. FOR ENTIRE AREA (ONE APPLICATION)
④ 1000 TONS INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER

US 60 BYPASS
DAVIESS COUNTY
ITEM NO. 2–2085
PAVING SUMMARY (ALTERNATE NO. 2)

PAVING AREAS
MAINLINE

ITEM	TOTAL	ITEM	TOTAL
KY 81 INTERCHANGE ① *RAMPS & SHOULDERS*		*US 431 INTERCHANGE* ① *RAMPS & SHOULDERS*	
	S.Y.		S.Y.
1" MOD OPEN GRADED DRAINAGE COURSE	10,882	1" MOD OPEN GRADED DRAINAGE COURSE	12,663
9" JPC PAVEMENT NON-REINFORCED	10,882	9" JPC PAVEMENT NON-REINFORCED	12,663
4" DGA BASE	8,652	4" DGA BASE	8,732
6" JPC PAVEMENT NON-REINFORCED SHOULDER	8,652	6" JPC PAVEMENT NON-REINFORCED SHOULDER	8,732
DGA WEDGE (C.Y.) SHOULDERS	1,762	DGA WEDGE (C.Y.) SHOULDERS	1,779
ASPHALT SEAL AGGREGATE (2 APPLICATIONS)	② 13,843	ASPHALT SEAL AGGREGATE (2 APPLICATIONS)	② 13,971
ASPHALT SEAL COAT (2 APPLICATIONS)	③ 13,843	ASPHALT SEAL COAT (2 APPLICATIONS)	③ 13,971

PAVING SUMMARY

CODE	ITEM	UNIT	KY 81 RAMPS	US 431 RAMPS	SHEET TOTAL
269	MOD OPEN GRADED DRAINAGE COURSE ④	TON	699	796	1,495
2073	JPC PAVEMENT NON-REINFORCED - 9"	S.Y.	10,882	12,663	23,545
1	DGA BASE	TON	5,637	5,691	11,328
2078	JPC PAVEMENT NON-REINFORCED SHOULDER - 6"	S.Y.	8,652	8,732	17,384
100	ASPHALT SEAL AGGREGATE	TON	138	140	278
103	ASPHALT SEAL COAT	TON	17	17	34

① INCLUDES ACCELERATION & DECELERATION LANES
② ESTIMATED AT 20 LBS/S.Y. FOR ENTIRE AREA (ONE APPLICATION)
③ ESTIMATED AT 2.4 LBS/S.Y. FOR ENTIRE AREA (ONE APPLICATION)
④ 100 TONS INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER

US 60 BYPASS
DAVIESS COUNTY
ITEM NO. 2–2085
PAVING SUMMARY ALTERNATE NO. 1 & 2)

PAVING AREAS
MAINLINE

ITEM	TOTAL	ITEM	TOTAL
CARTER RD. INTERCHANGE RAMPS & SHOULDERS ①			
	S.Y.		
ASPH. PAVE MILLING & TEXTURING 1½" DEPTH	28,456		
1 ½" CL.3 AS 0.50A PG64-22	17,577		
1 ½" CL.2 AS 0.50D PG64-22 (SHOULDERS)	10,879		
ASPHALT SEAL AGGREGATE (2 APPLICATIONS)	② 17,406		
ASPHALT SEAL COAT (2 APPLICATIONS)	③ 17,406		
MEDIAN CROSSOVERS			
	S.Y.		
4" DGA BASE	14,180		
6" CL.2 AB 1.0D PG64-22	14,180		
1 ½" CL.2 AS 0.50D PG64-22	14,180		

PAVING SUMMARY

CODE	ITEM	UNIT	CARTER RD. RAMPS	MEDIAN X-OVER	SHEET TOTAL
2677	ASPH. PAVE MILLING & TEXTURING	TON	2,348		2,348
330	CL.3 AS 0.50A PG64-22	TON	1,450		1,450
309	CL.2 AS 0.50D PG64-22	TON	898	1,170	2,068
100	ASPHALT SEAL AGGREGATE	TON	174		174
103	ASPHALT SEAL COAT	TON	21		21
1	DGA BASE	TON		3,120	3,120
212	CL.2 AB 1.0D PG64-22	TON		4,679	4,679

① INCLUDES ACCELERATION & DECELERATION LANES
② ESTIMATED AT 20 LBS/S.Y. FOR ENTIRE AREA (ONE APPLICATION)
③ ESTIMATED AT 2.4 LBS/S.Y. FOR ENTIRE AREA (ONE APPLICATION)

US 60 BYPASS
DAVIESS COUNTY
PAVEMENT REHABILITATION, MILEPOST 10.179 TO 15.362
ITEM NO. 2–2085.00
EASTBOUND GUARDRAIL SUMMARY

POINT NUMBERS	** FROM MILEPOST	GUARDRAIL–STEEL W BEAM–S FACE (7 FT POST) (LF)	GUARDRAIL–STEEL W BEAM–D FACE (7 FT POST) (LF)	REMOVE GUARDRAIL (LF)	GUARDRAIL END TREATMENT TYPE 1 (EACH)	GUARDRAIL END TREATMENT TYPE 2A (EACH)	GUARDRAIL END TREATMENT TYPE 4A (EACH)	BRIDGE END CONNECTOR TYPE A (EACH)	BRIDGE END CONNECTOR TYPE C (EACH)	CRASH CUSHION TYPE IX (EACH)	CRASH CUSHION TYPE IX–A (EACH)	DESCRIPTION
ITEM NO.		21802EN	2352	2381	2367	2369	2391	2363	2377	2929	2365	
74	10.53	200		250	1	1						REMOVE & REPLACE GR
53-60	10.30	200		250	1	1						REMOVE & REPLACE GR
802-154	11.52	475		525	1	1						REMOVE & REPLACE GR
101-102	10.81			56.25						1		REMOVE & REPLACE GR
126-592	10.96			56.25						1		REMOVE & REPLACE GR
785-786	11.58			56.25						1		REMOVE & REPLACE GR
752-764	11.79	1025		1075	1			1				REMOVE & REPLACE GR
166-173	11.94	100	137.5	281.25				1			1	REMOVE & REPLACE GR
182-188	12.02	575		575		1		1				REMOVE & REPLACE GR
255-260	12.56			275						1		REMOVE & REPLACE GR
	12.56	250			1	1						NEW GR RUNS UNDER CARTER RD OVERPASS
332-341	12.96	287.5		325		1	1					REMOVE & REPLACE GR
378-415	13.40	687.5		737.5	1			1				REMOVE & REPLACE GR
1054-409	13.49	100	137.5	281.25				1			1	REMOVE & REPLACE GR
422-442	13.57	737.5		737.5		1		1				REMOVE & REPLACE GR
3025-3045	14.24	750		800	1			1				REMOVE & REPLACE GR
3035-3048	14.34	100	137.5	281.25				1			1	REMOVE & REPLACE GR
3054-3075	14.42	287.5		287.5		1		1				REMOVE & REPLACE GR
3101-3173	14.49	2712.5		2762.5	1			1				REMOVE & REPLACE GR
3154-3168	14.95	100	137.5	281.25				1			1	REMOVE & REPLACE GR
3179-3238	15.03	1175		1175				2				REMOVE & REPLACE GR
1355-3233	15.20	100	137.5	281.25				1			1	REMOVE & REPLACE GR
3239-3257	15.27	262.5		262.5		1		1				REMOVE & REPLACE GR
713-728	11.49	575		625	1	1						KY 81 EB OFF RAMP
712-734	11.49	500		550	1							KY 81 EB OFF RAMP (CONNECT TO EX.)
221-232	12.40	1200		1250	1							CARTER RD EB OFF RAMP (CONNECT TO EX.)
225-233	12.43	1000		1050	1							CARTER RD EB OFF RAMP (CONNECT TO EX.)
296-286	12.62	687.5		687.5		1						CARTER RD EB ON RAMP (CONNECT TO EX.)
305-285	12.75	925		925		1						CARTER RD EB ON RAMP (CONNECT TO EX.)
SHEET TOTAL		15,012.5	687.5	16,700	12	12	1	15		4	5	

POINT NUMBER REFERS TO SURVEY SHOT NUMBER, THESE SHOT NUMBERS HAVE BEEN MARKED IN THE FIELD WITH PAINT.

* CARRIED OVER TO GENERAL SUMMARY
** FOR LOCATION INFORMATION ONLY

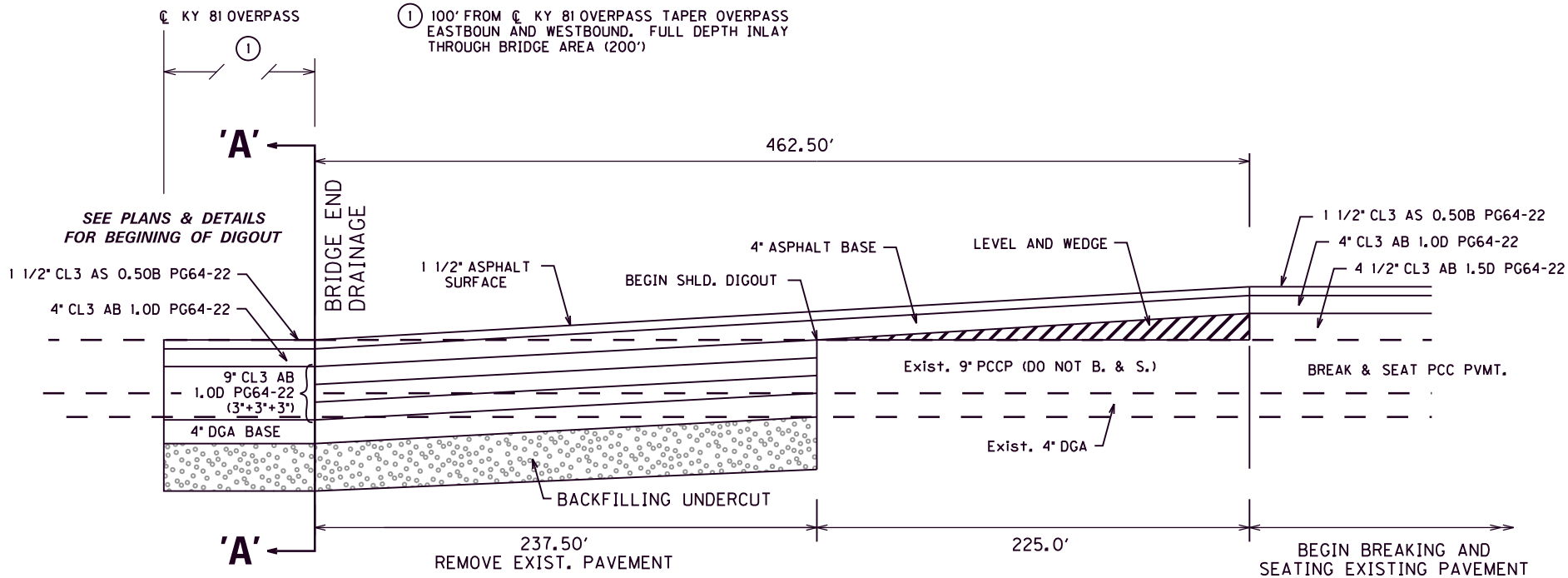
US 60 BYPASS
DAVIESS COUNTY
PAVEMENT REHABILITATION, MILEPOST 10.179 TO 15.362
ITEM NO. 2–2085.00
WESTBOUND GUARDRAIL SUMMARY

POINT NUMBERS	** FROM MILEPOST	GUARDRAIL–STEEL W BEAM–S FACE (7 FT POST) (LF)	GUARDRAIL–STEEL W BEAM–D FACE (7 FT POST) (LF)	REMOVE GUARDRAIL (LF)	GUARDRAIL END TREATMENT TYPE 1 (EACH)	GUARDRAIL END TREATMENT TYPE 2A (EACH)	GUARDRAIL END TREATMENT TYPE 4A (EACH)	BRIDGE END CONNECTOR TYPE A (EACH)	BRIDGE END CONNECTOR TYPE C (EACH)	CRASH CUSHION TYPE IX (EACH)	CRASH CUSHION TYPE IX–A (EACH)	DESCRIPTION
ITEM NO.		21802EN	2352	2381	2367	2369	2391	2363	2377	2929	2365	
519-522	10.34	200		250	1	1						REMOVE & REPLACE GR
545-550	10.56	200		250	1	1						REMOVE & REPLACE GR
103-104	10.84			56.25						1		REMOVE & REPLACE GR
129-130	10.98			56.25						1		REMOVE & REPLACE GR
790-781	11.55	512.5		562.5	1	1						REMOVE & REPLACE GR
784-783	11.61			56.25						1		REMOVE & REPLACE GR
619-616	11.83	875		875		1		1				REMOVE & REPLACE GR
842-859	12.02	912.5		950			1	1				REMOVE & REPLACE GR
839-850	12.02	100	137.5	281.25				1			1	REMOVE & REPLACE GR
917-922	12.56			275						1		REMOVE & REPLACE GR
	12.56	250			1	1						NEW GR RUNS UNDER CARTER RD OVERPASS
1039-1070	13.41	762.5		762.5		1		1				REMOVE & REPLACE GR
1080-1116	13.58	750		800	1			1				REMOVE & REPLACE GR
1086-1098	13.58	100	137.5	281.25				1			1	REMOVE & REPLACE GR
1199-1216	14.27	662.5		662.5		1		1				REMOVE & REPLACE GR
1220-1243	14.42	775		825	1			1				REMOVE & REPLACE GR
1229-1238	14.42	100	137.5	281.25				1			1	REMOVE & REPLACE GR
1261-1330	14.49	2775		2775		1			1			REMOVE & REPLACE GR
1340-1346	15.03	100	137.5	281.25				1			1	REMOVE & REPLACE GR
1368	15.25	1175		1175					2			REMOVE & REPLACE GR
1386	15.33	100	137.5	281.25				1			1	REMOVE & REPLACE GR
1373	15.28	450		450					1			REMOVE & REPLACE GR (CONNECT TO EX.)
668-648	11.50	725		775		1	1					KY 81 WB ON RAMP
669-671	11.50	612.5		612.5		1						KY 81 WB ON RAMP (CONNECT TO EX.)
888-898	12.41	925		925		1						CARTER RD WB ON RAMP (CONNECT TO EX.)
903-899	12.41	737.5		737.5		1						CARTER RD WB ON RAMP (CONNECT TO EX.)
964-970	12.56	550		587.5		1	1					CARTER RD WB OFF RAMP
959-950	12.57	525		562.5			1					CARTER RD WB OFF RAMP
1175-1180	14.23	437.5		487.5	1	1						US 431 WB ON RAMP
1195-1194	14.27	225		275	1	1						US 431 WB ON RAMP
SHEET TOTAL		15,537.5	687.5	17,150	8	15	4	11	4	4	5	
PROJECT TOTAL		30,550	1,375	33,850	20	27	5	26	4	8	10	

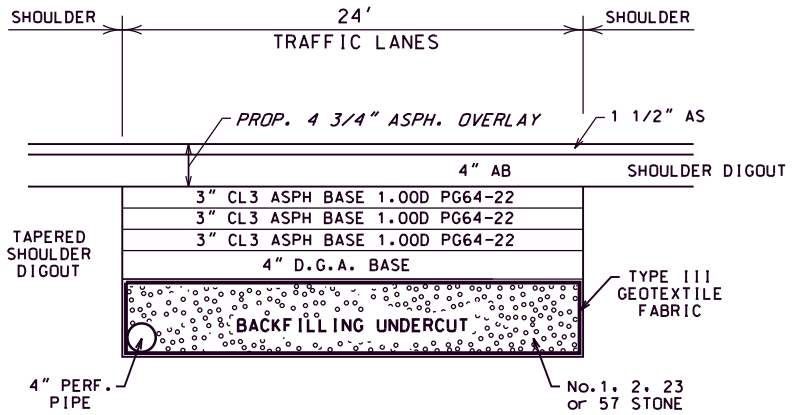
POINT NUMBER REFERS TO SURVEY SHOT NUMBER. THESE SHOT NUMBERS HAVE BEEN MARKED IN THE FIELD WITH PAINT.

* CARRIED OVER TO GENERAL SUMMARY
** FOR LOCATION INFORMATION ONLY

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



TAPERING OF OVERLAY



SECTION A-A

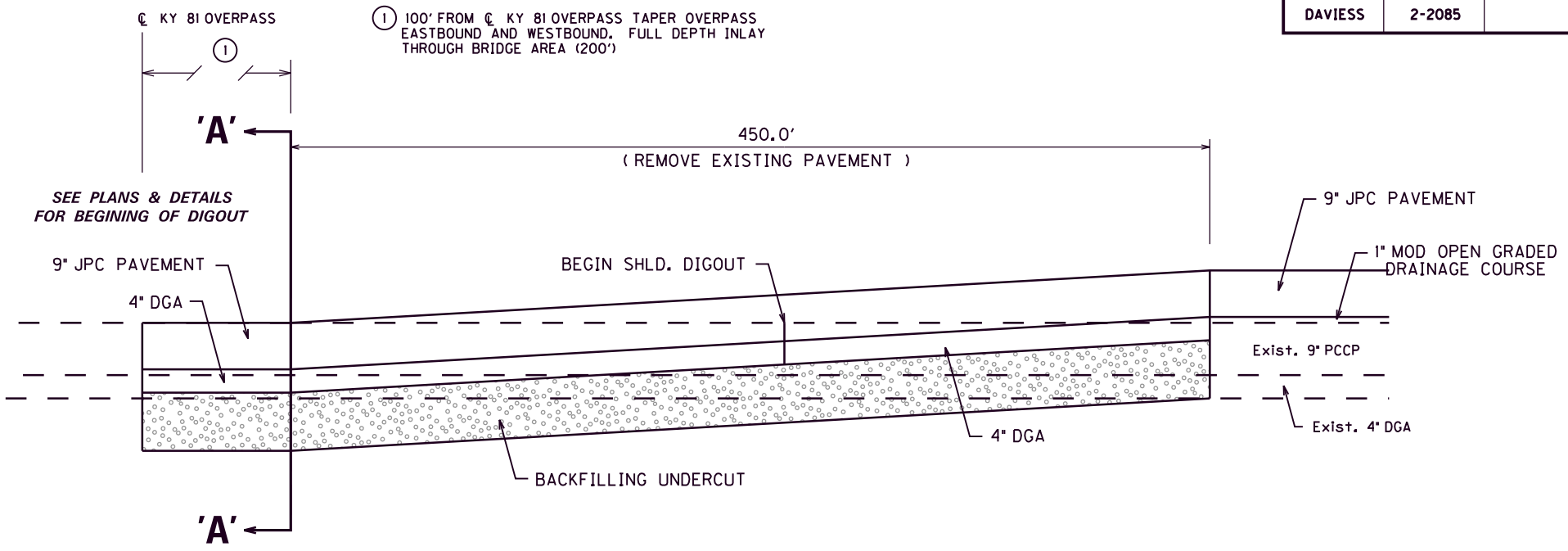
NOTE :
SEE SPECIAL NOTE 2E OF STD. SPECIFICATIONS ROADBED AT BRIDGE ENDS.

BACKFILLING UNDERCUT NOT REQUIRED FOR TAPERS ON RAMPS UNLESS DIRECTED BY THE ENGINEER.

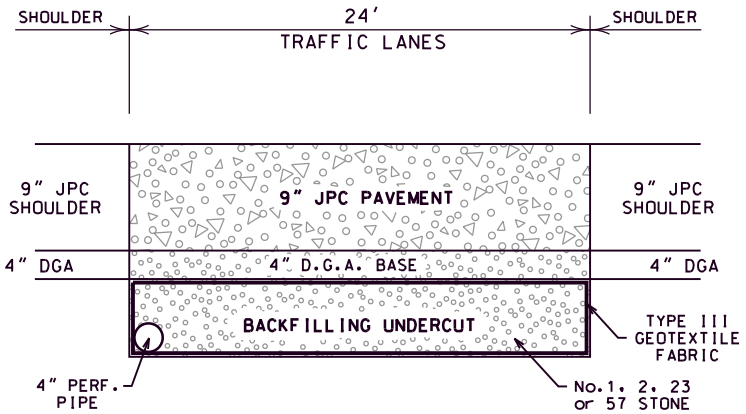
TYPICALS NOT TO SCALE

TAPERING OF OVERALYS ALTERNATE NO. 1

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



TAPERING OF OVERLAY



SECTION A-A

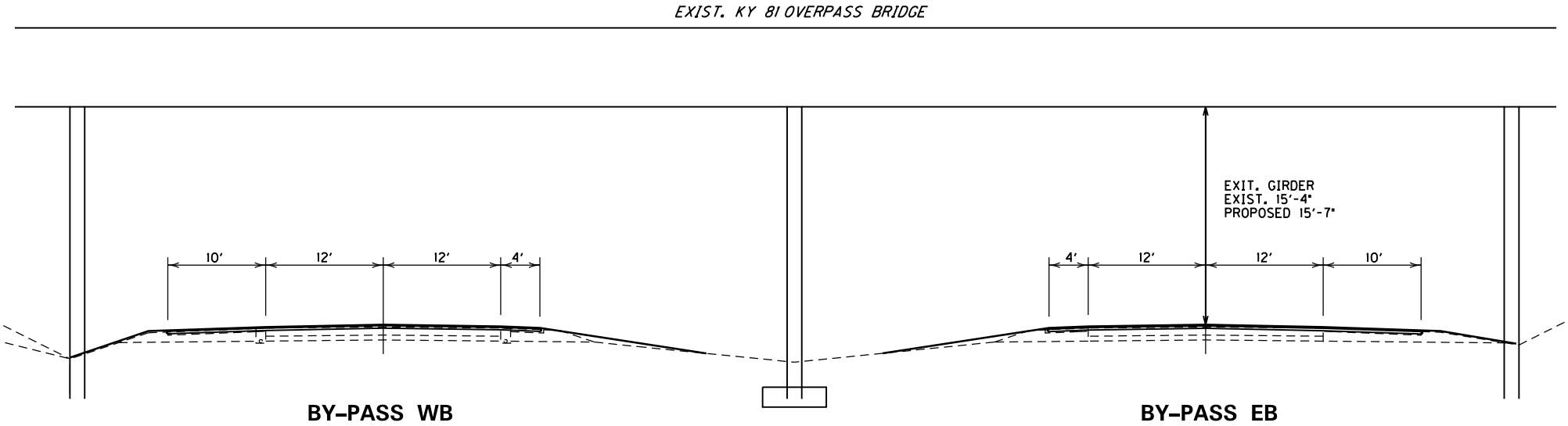
NOTE :
SEE SPECIAL NOTE 2E OF STD. SPECIFICATIONS ROADBED AT BRIDGE ENDS.

BACKFILLING UNDERCUT NOT REQUIRED FOR TAPERS ON RAMPS UNLESS DIRECTED BY THE ENGINEER.

TYPICALS NOT TO SCALE

TAPERING OF OVERALYS ALTERNATE NO. 2

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

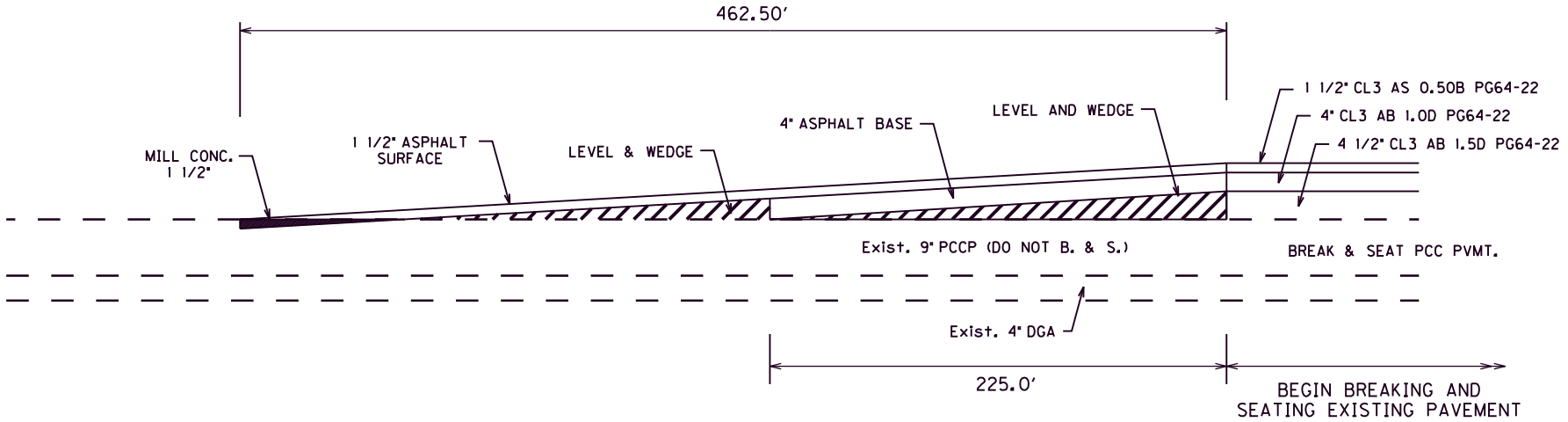


NOTE : MINIMUM VERTICAL CLEARANCE FOR ALL BEAMS SHALL BE 15' – 7"

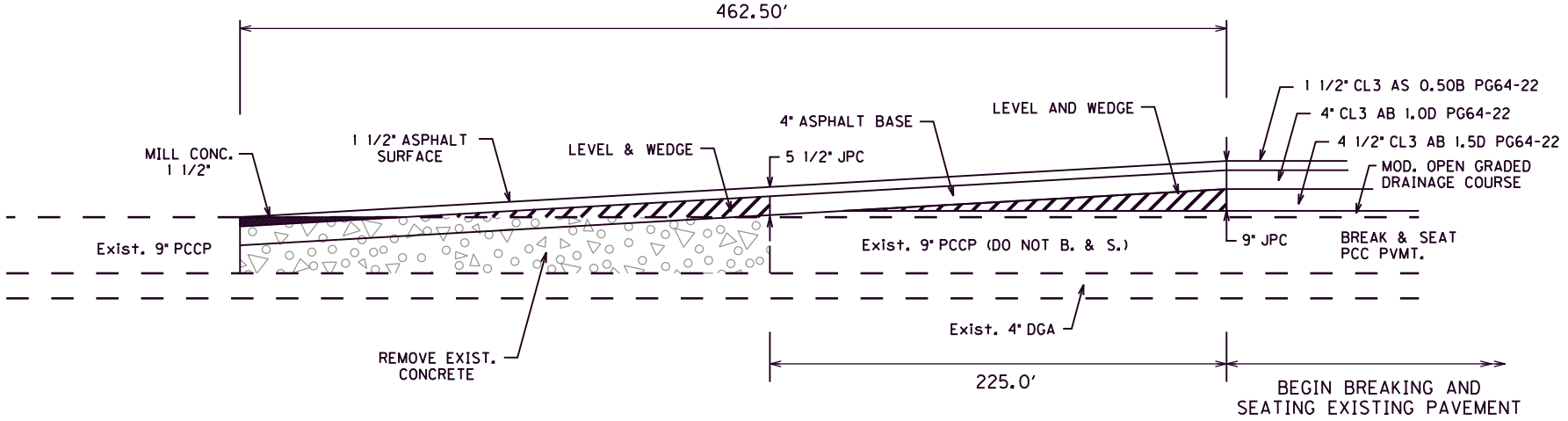
TYPICAL NOT TO SCALE

MINIMUM VERTICAL CLEARANCE
KY 81 OVERPASS

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



ALTERNATE NO. 1
TAPERING OF OVERLAY
at AUDUBON PARKWAY RAMPS



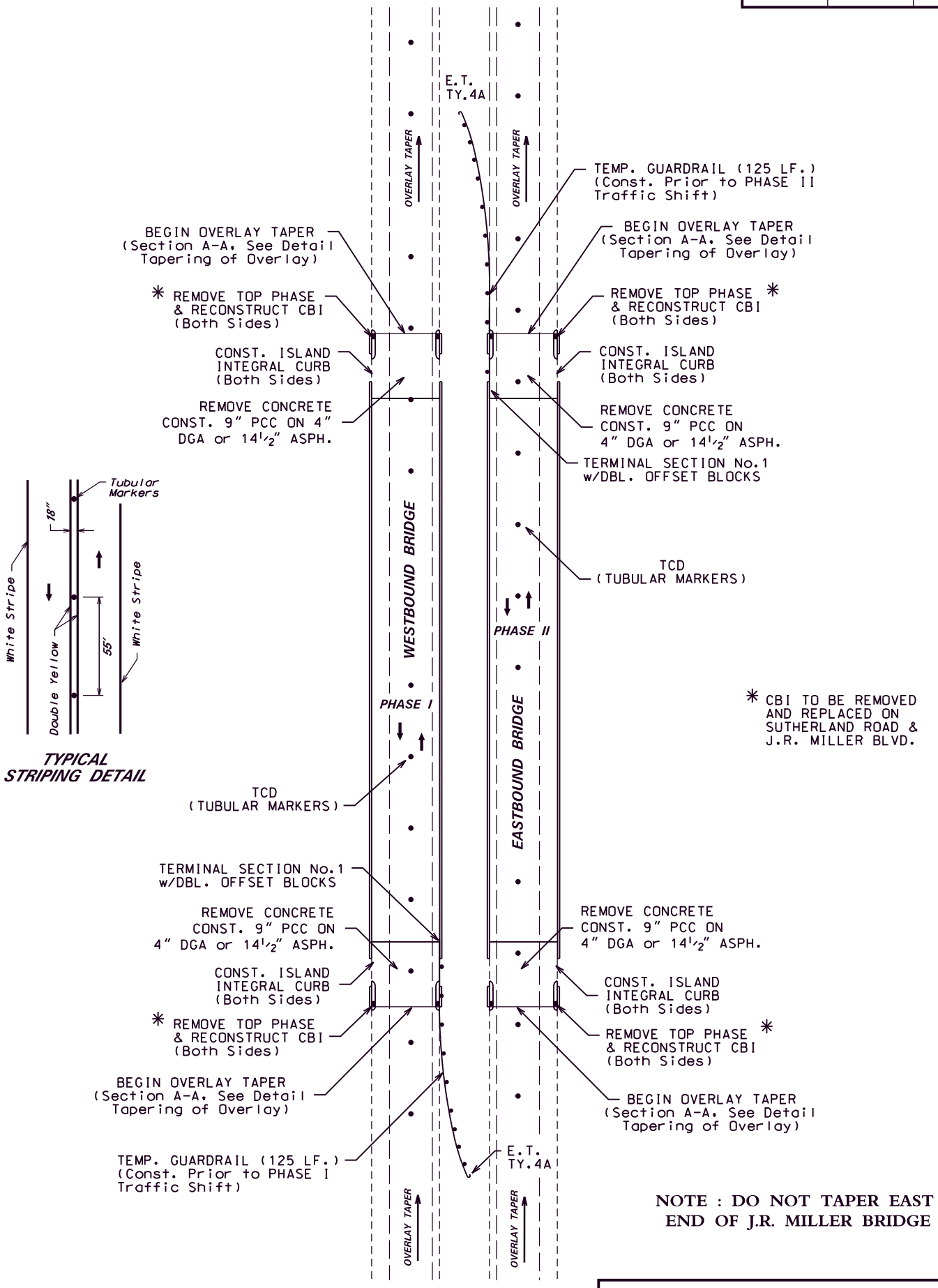
NOTE :
USE INSIDE AND OUTSIDE SHOULDER AND CONSTRUCT OVERLAY A LANE AT A TIME. HIGH EARLY STRENGTH CONCRETE TO BE USED TO MINIMIZE CURING TIME. HIGH EARLY STRENGTH CONCRETE SHALL BE CONSIDERED INCIDENTAL TO 9 INCH JPC PAVEMENT.

ALTERNATE NO. 2
TAPERING OF OVERLAY
at AUDUBON PARKWAY RAMPS

TYPICALS NOT TO SCALE

ALT. NO. 1 & 2
TAPERING OF OVERALYS
AT AUDUBON PKWY. RAMPS

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



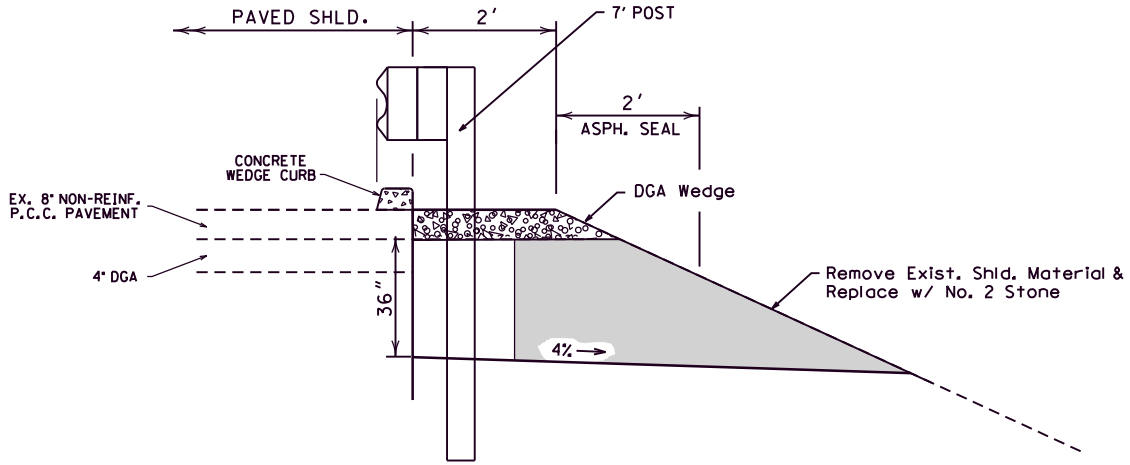
NOTE : DO NOT TAPER EAST END OF J.R. MILLER BRIDGE

NOT TO SCALE

TYPICAL BRIDGE END DETAILS

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

SLOPE REPAIR DETAIL



SLOPE REPAIR DETAIL

SLOPE REPAIR AREAS*	
LOCATION	*LENGTH (L.F.)*
EASTBOUND	
MP 10.95 RAMP	10
MP 11.55	10
MP 11.55 RAMP	5
WESTBOUND	
MP 11.83 to MP 11.98	825
MP 14.92	20
MP 14.85	15
MP 14.86	10
MP 14.89	6
MP 14.75	6
MP 14.51	12
MP 14.44	4
MP 13.62	10
MP 12.04	12
MP 14.27 RAMP	24
MP 14.54	12
TOTAL	*981*

SLOPE REPAIR NOTE :

EXCAVATION SHOWN SHALL BE INCLUDED IN THE BID ITEM "SHOULDERING". SLOPE REPAIR INCLUDES REMOVING THE EXISTING SLOPE TO THE DEPTH SPECIFIED OR AS DIRECTED BY THE ENGINEER AND BACKFILLING WITH No. 2 STONE EXCAVATED MATERIAL FROM SHOULDERING MAY BE WASTED WITHIN THE RIGHT OF WAY AREAS DESIGNATED BY THE ENGINEER.

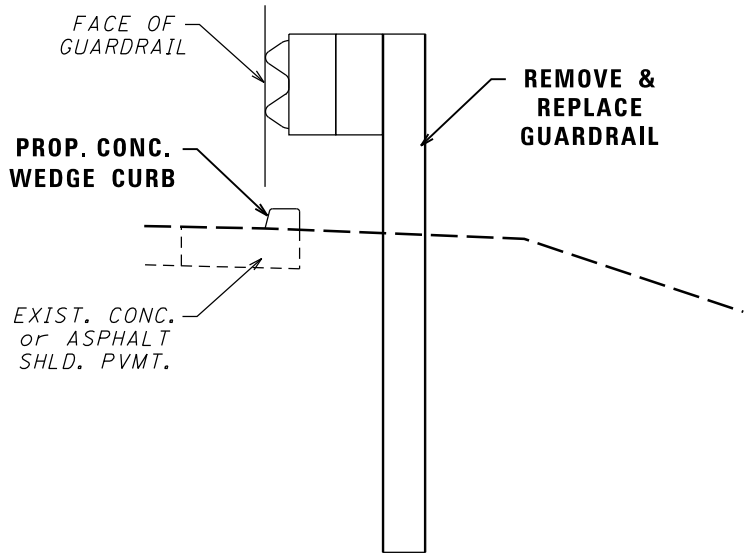
*ADDITIONAL AREAS MAY NEED REPAIR AT THE DIRECTION OF THE ENGINEER.

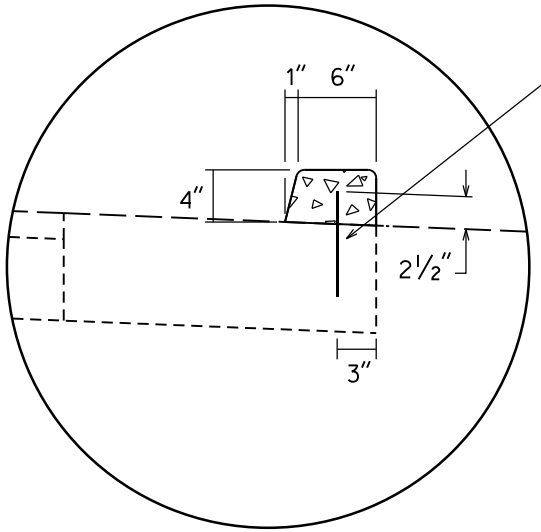
NOT TO SCALE

KY 80
SLOPE REPAIR DETAIL

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

CONCRETE WEDGE CURB DETAIL





NO. 4 REBAR - 8" IN LENGTH SPACED 12" Center to Center DRILL & GROUT INTO EXISTING CONCRETE or ASPH. SHOULDER. REBAR and INSTALLATION SHALL BE CONSIDERED INCIDENTAL TO THE CONCRETE WEDGE CURB.

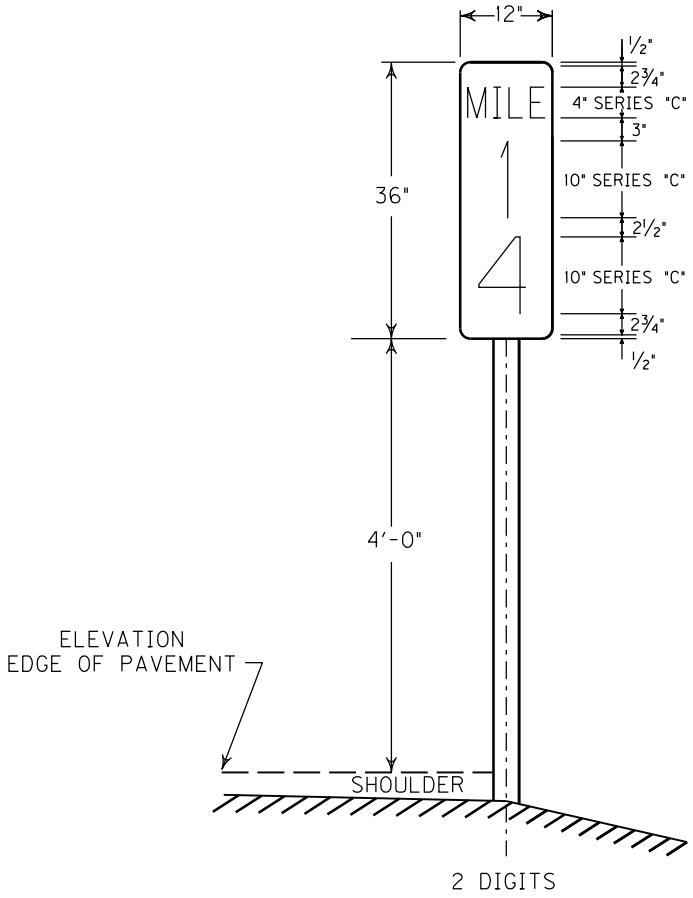
CONC. WEDGE CURB DETAIL

NOT TO SCALE

CONCRETE WEDGE CURB DETAIL

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

REFERENCE LOCATION SIGN



MILE POINT RANGE FOR EASTBOUND DIRECTION	* NUMBER OF MILE POSTS
11 TO 15	5

MILE POINT RANGE FOR WESTBOUND DIRECTION	* NUMBER OF MILE POSTS
15 TO 11	5

NOTES:

* MILE POSTS ARE TO BE PLACED AT 1.0 MILE INTERVAL.

** REMOVAL OF EXISTING REFERENCE MARKERS IS TO BE CONSIDERED INCIDENTAL TO THE CONTRACT.

TYPICAL SIGN PANEL DIMENSIONS AND REFERENCE MARKER LOCATION

NOT TO SCALE

MILE MARKER SIGNING POSITIONING DETAIL SHEET

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

LONGITUDINAL EDGE DRAIN DETAIL

SPECIAL NOTE FOR PAVEMENT SUBSURFACE DRAINAGE OUTLET

A QUANTITY OF CRUSHED AGGREGATE SIZE NO. 2 AS DEFINED IN THE CURRENT "KENTUCKY STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" SHALL BE USED AT ALL PERFORATED PIPE HEADWALL OUTLETS AS ILLUSTRATED IN THE DETAIL AT RIGHT. CRUSHED AGGREGATE SIZE NO. 2 SHALL BE PLACED A MINIMUM DEPTH OF 4 INCHES AS DETAILED AT RIGHT.

DENSE GRADED AGGREGATE (DGA) REMOVED DURING PLACEMENT OF THE CRUSHED AGGREGATE SIZE NO. 2 SHALL BE USED TO DRESS THE EXISTING SHOULDERS WHERE DGA IS EXPOSED. OTHER MATERIALS REMOVED DURING PLACEMENT OF THE CRUSHED AGGREGATE SIZE NO. 2 SHALL BE WASTED AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE ALLOWED FOR DISPOSAL OF WASTED MATERIAL.

THE CONTRACT UNIT PRICE FOR "CRUSHED AGGREGATE SIZE NO. 2" SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, AND OTHER INCIDENTALS NECESSARY TO PLACE CRUSHED AGGREGATE SIZE NO. 2 FOR CONTROL OF VEGETATION AND/OR EROSION CONTROL AT PAVEMENT EDGE DRAIN OUTLETS.

SEE CURRENT STANDARD DRAWING RDP-010 FOR DIMENSIONS AND OTHER DETAILS.

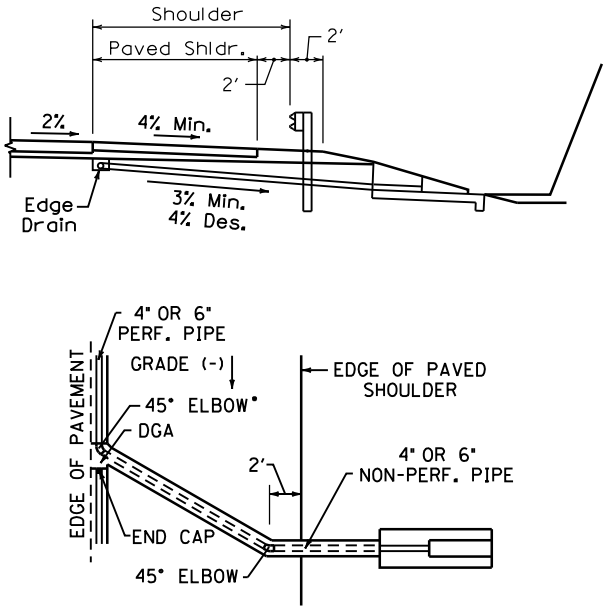
ESTIMATE ONE TON OF CRUSHED AGGREGATE SIZE NO. 2 FOR EACH PERFORATED PIPE HEADWALL OUTLET.

NOTES :

(1) EXISTING LONGITUDINAL EDGE DRAINS ON THE INSIDE EDGE OF EXISTING PAVEMENT SHALL BE REMOVED AND NEW EDGE DRAINS CONSTRUCTED AS DIRECTED BASED ON THE INITIAL INSPECTION. REMOVAL AND REPLACEMENT OF THE EXISTING UNDERDRAIN SYSTEM SHALL NOT BE REQUIRED ON THE HIGH SIDE IN SUPERELEVATED SECTIONS. NEW EDGE DRAINS SHALL BE CONSTRUCTED ON THE OUTSIDE EDGE OF EXISTING PAVEMENT AS SHOWN ON THE TYPICAL SECTION.

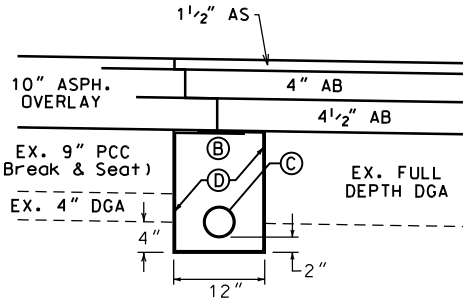
ALL LONGITUDINAL PIPE DRAINAGE SYSTEMS FOR THE PAVEMENT SHALL BE OUTLETTED TO A HEADWALL OR MEDIAN BOX INLET. OUTLETS SHALL BE IN FILL SECTION WHENEVER POSSIBLE. OUTLET SPACING FOR THE 6" PIPE ON THE OUTSIDE EDGE OF EXIST. PVMT. SHALL NOT EXCEED 500 FEET. ALL SAGS SHALL HAVE AN OUTLET. USE EXISTING OUTFALL LOCATIONS WHERE POSSIBLE. REUSE EXISTING PERFORATED PIPE HEADWALLS WHERE POSSIBLE.

(2) FABRIC GEOTEXTILE TYPE IV AND PEA GRAVEL ARE INCIDENTAL TO PERFORATED PIPE – 6". REMOVAL OF EXISTING EDGE DRAIN ON THE INSIDE SHOULDER SHALL BE INCLUDED IN THE UNIT PRICE BID FOR NEW PERFORATED PIPE. WASTE THE EXISTING UNDERDRAIN PIPE. EXISTING PERFORATED PIPE HEADWALLS NOT BEING USED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.



• Use Tee in Lieu of Elbow at Sump Conditions

(OUTSIDE SHOULDER FOR OVERLAYS)

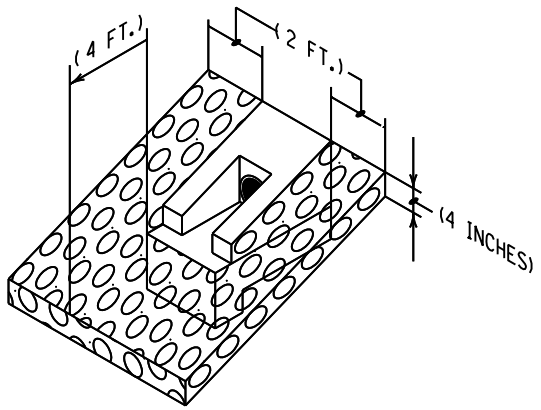


Ⓑ PEA GRAVEL

Ⓒ PERFORATED PIPE – 6" (NO SOCK)
NON-PERFORATED PIPE – 6" (OUTLET)

Ⓓ TYPE IV GEOTEXTILE FABRIC

PERFORATED PIPE DETAIL



PAVEMENT SUBSURFACE DRAINAGE OUTLET

NOT TO SCALE

PROPOSED EDGE DRAIN DETAIL ALTERNATE NO. 1

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

LONGITUDINAL EDGE DRAIN DETAIL

SPECIAL NOTE FOR PAVEMENT SUBSURFACE DRAINAGE OUTLET

A QUANTITY OF CRUSHED AGGREGATE SIZE NO. 2 AS DEFINED IN THE CURRENT "KENTUCKY STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" SHALL BE USED AT ALL PERFORATED PIPE HEADWALL OUTLETS AS ILLUSTRATED IN THE DETAIL AT RIGHT. CRUSHED AGGREGATE SIZE NO. 2 SHALL BE PLACED A MINIMUM DEPTH OF 4 INCHES AS DETAILED AT RIGHT.

DENSE GRADED AGGREGATE (DGA) REMOVED DURING PLACEMENT OF THE CRUSHED AGGREGATE SIZE NO. 2 SHALL BE USED TO DRESS THE EXISTING SHOULDERS WHERE DGA IS EXPOSED. OTHER MATERIALS REMOVED DURING PLACEMENT OF THE CRUSHED AGGREGATE SIZE NO. 2 SHALL BE WASTED AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE ALLOWED FOR DISPOSAL OF WASTED MATERIAL.

THE CONTRACT UNIT PRICE FOR "CRUSHED AGGREGATE SIZE NO. 2" SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, AND OTHER INCIDENTALS NECESSARY TO PLACE CRUSHED AGGREGATE SIZE NO. 2 FOR CONTROL OF VEGETATION AND/OR EROSION CONTROL AT PAVEMENT EDGE DRAIN OUTLETS.

SEE CURRENT STANDARD DRAWING RDP-010 FOR DIMENSIONS AND OTHER DETAILS.

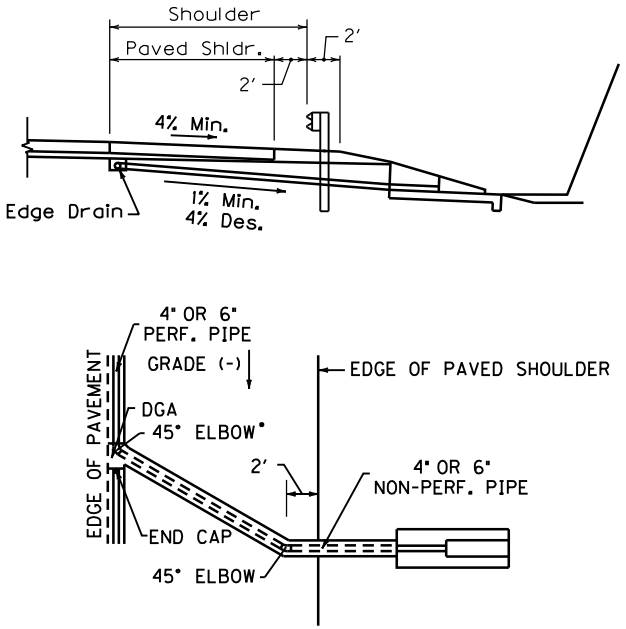
ESTIMATE ONE TON OF CRUSHED AGGREGATE SIZE NO. 2 FOR EACH PERFORATED PIPE HEADWALL OUTLET.

NOTES :

(1) EXISTING LONGITUDINAL EDGE DRAINS ON THE INSIDE EDGE OF EXISTING PAVEMENT SHALL BE REMOVED AND NEW EDGE DRAINS CONSTRUCTED AS DIRECTED BASED ON THE INITIAL INSPECTION. REMOVAL AND REPLACEMENT OF THE EXISTING UNDERDRAIN SYSTEM SHALL NOT BE REQUIRED ON THE HIGH SIDE IN SUPERELEVATED SECTIONS. NEW EDGE DRAINS SHALL BE CONSTRUCTED ON THE OUTSIDE EDGE OF EXISTING PAVEMENT AS SHOWN ON THE TYPICAL SECTION.

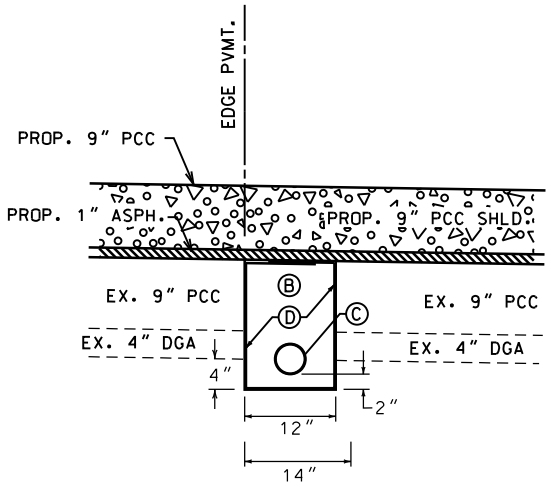
ALL LONGITUDINAL PIPE DRAINAGE SYSTEMS FOR THE PAVEMENT SHALL BE OUTLETTED TO A HEADWALL OR MEDIAN BOX INLET. OUTLETS SHALL BE IN FILL SECTION WHENEVER POSSIBLE. OUTLET SPACING FOR THE 6" PIPE ON THE OUTSIDE EDGE OF EXIST. PVMT. SHALL NOT EXCEED 500 FEET. ALL SAGS SHALL HAVE AN OUTLET. USE EXISTING OUTFALL LOCATIONS WHERE POSSIBLE. REUSE EXISTING PERFORATED PIPE HEADWALLS WHERE POSSIBLE.

(2) FABRIC GEOTEXTILE TYPE IV AND PEA GRAVEL ARE INCIDENTAL TO PERFORATED PIPE – 6". REMOVAL OF EXISTING EDGE DRAIN ON THE INSIDE SHOULDER SHALL BE INCLUDED IN THE UNIT PRICE BID FOR NEW PERFORATED PIPE. WASTE THE EXISTING UNDERDRAIN PIPE. EXISTING PERFORATED PIPE HEADWALLS NOT BEING USED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.



• Use Tee in Lieu of Elbow at Sump Conditions

(OUTSIDE SHOULDER FOR OVERLAYS)

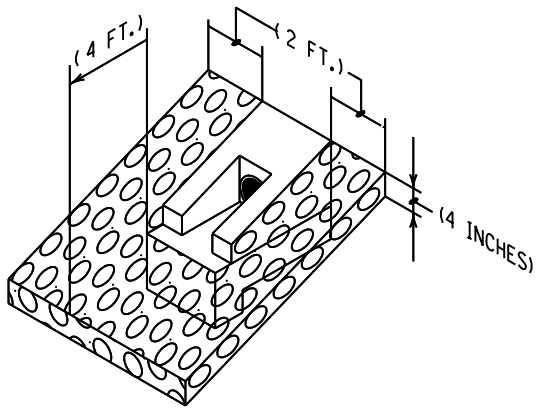


Ⓑ PEA GRAVEL

Ⓒ PERFORATED PIPE – 6" (NO SOCK)
NON-PERFORATED PIPE – 6" (OUTLET)

Ⓓ TYPE IV GEOTEXTILE FABRIC

PERFORATED PIPE DETAIL

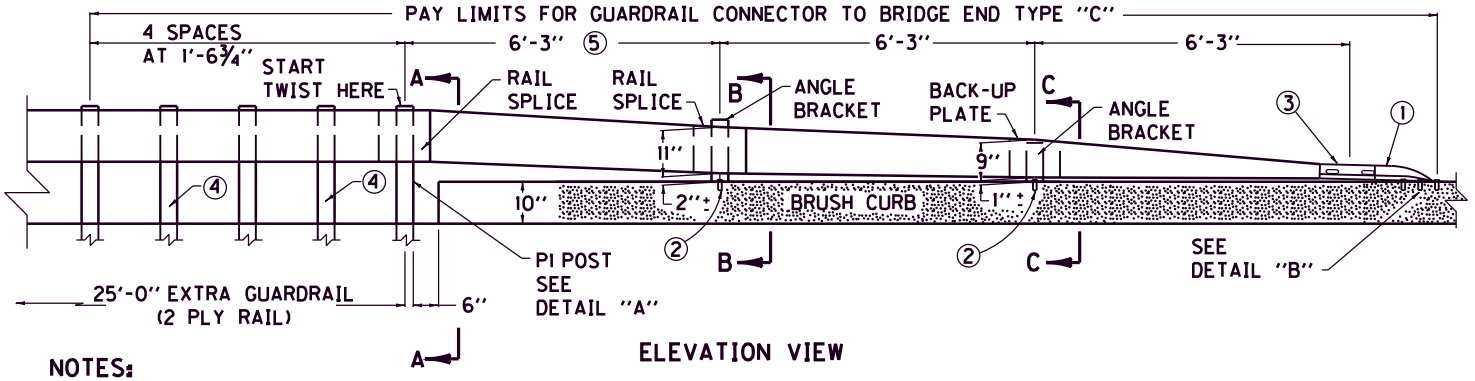


PAVEMENT SUBSURFACE DRAINAGE OUTLET

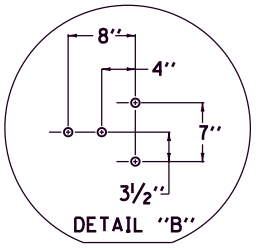
NOT TO SCALE

PROPOSED EDGE DRAIN DETAIL ALTERNATE NO. 2

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



ELEVATION VIEW



PLAN VIEW OF SELF-DRILL EXPANSION SHIELD LOCATIONS

NOTES:

GUARDRAIL CONNECTOR TO BRIDGE END TYPE "C" SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH. THE UNIT PRICE INCLUDES ALL METAL COMPONENTS WITHIN THE PAY LIMITS AND IN ADDITION SHALL INCLUDE AN EXTRA 25'-0" OF STEEL "W" BEAM GUARDRAIL FOR DOUBLE STRENGTH, EXTRA GUARDRAIL POSTS, EXTRA OFFSET BLOCKS, AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION AS DETAILED.

GUARDRAIL CONNECTOR TO BRIDGE END TYPE "C" SHALL BE APPLIED ON:
A. ALL FOUR CORNERS OF EXISTING STRUCTURES WHICH HAVE TWO DIRECTIONAL TRAFFIC AND CURBS GREATER THAN 9" IN WIDTH.
B. APPROACH END OF EXISTING STRUCTURES WHICH HAVE ONE DIRECTION TRAFFIC AND CURBS GREATER THAN 9" IN WIDTH.
C. NO PEDESTRIAN TRAFFIC IS INVOLVED.

SEE CURRENT STANDARD DRAWINGS RBR SERIES FOR ALL OTHER APPLICABLE MATERIAL AND CONSTRUCTION REQUIRMENTS.

① TERMINAL SECT. NO. 2 SHALL BE ANCHORED TO THE BRIDGE BRUSH CURB WITH 4 CHUCK END TYPE SELF-DRILL EXPANSION SHIELDS ⅞" DIA. BOLT SIZE AND FOUR -⅞"x2" HEX HEAD HIGH STRENGTH GALVANIZED CAP SCREWS AND GALVANIZED STANDARD STEEL WASHERS.

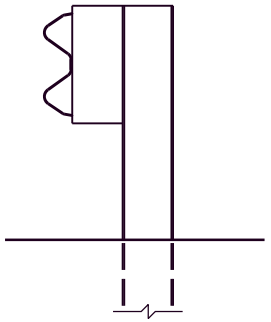
② ANGLE BRACKETS SHALL BE ANCHORED TO THE BRIDGE BRUSH CURB WITH TWO CHUCK END TYPE SELF-DRILL EXPANSION SHIELDS ⅞" DIAMETER BOLT SIZE AND TWO ⅞"x2" HEX HEAD HIGH STRENGTH GALVANIZED CAP SCREWS AND GALVANIZED STANDARD STEEL WASHERS.

③ TERMINAL SECTION NO. 2; FOR RECTANGULAR PLATE WASHER REQUIREMENTS AT SPLICE SEE CUR. STD. DWG. RBR-010.

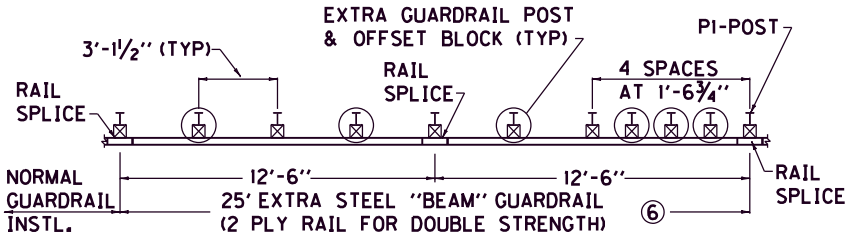
④ GUARDRAIL NOT REQUIRED TO BE ATTACHED TO POST AT THESE LOCATIONS.

⑤ A 6'-3" SECTION OF GUARDRAIL FACTORY PUNCHED SHALL BE REQUIRED.

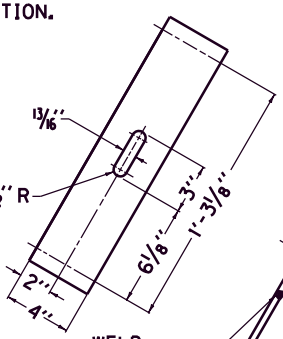
⑥ BACKUP PLATES SHALL NOT BE REQUIRED WITHIN THE 2 PLY GUARDRAIL SECTION.

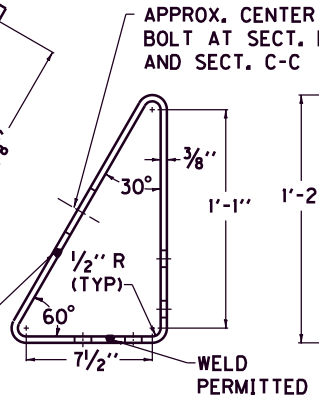


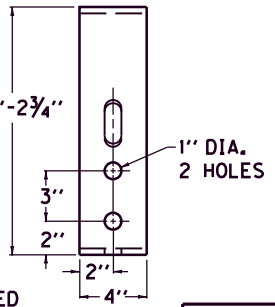
SECTION A-A

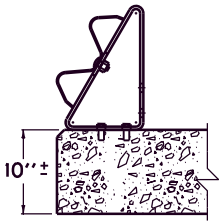


DETAIL "A"

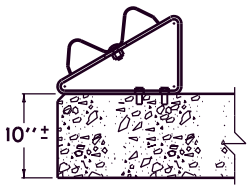






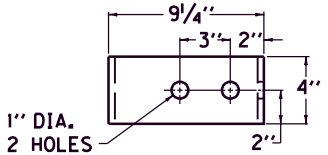


SECTION B-B



SECTION C-C

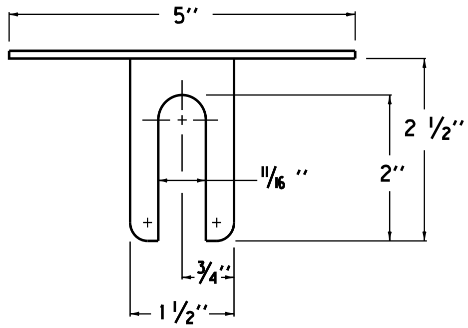
FOR USE ON LOW SPEED LOW VOLUME FACILITIES ONLY



ANGLE BRACKET DETAIL

GUARDRAIL CONNECTOR TO BRIDGE END TYPE "C"

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



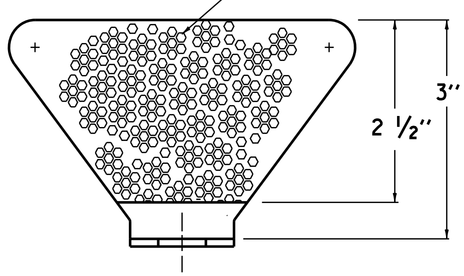
PLAN VIEW

NOTES

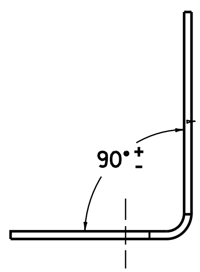
1. THE DELINEATOR'S SHAPE AND DIMENSIONS ARE SHOWN FOR ILLUSTRATION PURPOSES ONLY. TYPES OF DELINEATORS PERMITTED SHALL BE FROM THE LIST OF APPROVED MATERIALS.
2. DELINEATOR SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE EACH AND SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR ONE COMPLETE INSTALLATION.
3.

CODE	PAY ITEM	PAY UNIT
1982	DELINEATOR FOR GUARDRAIL - MONO DIRECTIONAL WHITE	EACH
1983	DELINEATOR FOR GUARDRAIL - MONO DIRECTIONAL YELLOW	EACH
1987	DELINEATOR FOR GUARDRAIL - BI-DIRECTIONAL WHITE	EACH

4. GUARDRAIL DELINEATORS SHALL BE REQUIRED ON ALL GUARDRAIL.
5. DELINEATORS SHALL BE MANUFACTURED FROM 12 GA. GALVANIZED STEEL.
6. DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO MANUFACTURER'S TOLERANCES.
7. WHEN CONCRETE BARRIERS EXTEND ACROSS BRIDGE STRUCTURES IN LIEU OF STEEL BEAM GUARDRAIL, DELINEATORS SHALL BE INSTALLED AT SAME VERTICAL ALIGNMENT AS ON THE GUARDRAIL, AND DELINEATORS SHALL COMPLY WITH CURRENT SEPIA DRAWING 004.
8. DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

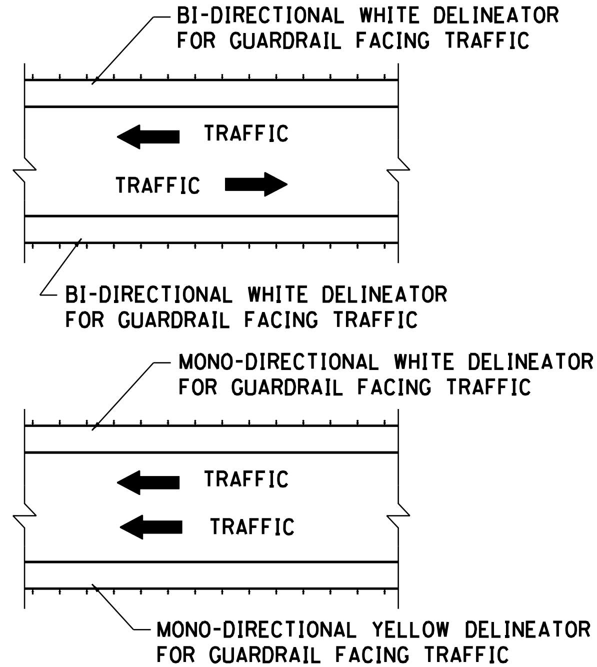


FRONT VIEW

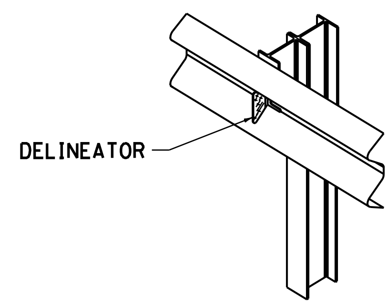


SIDE VIEW

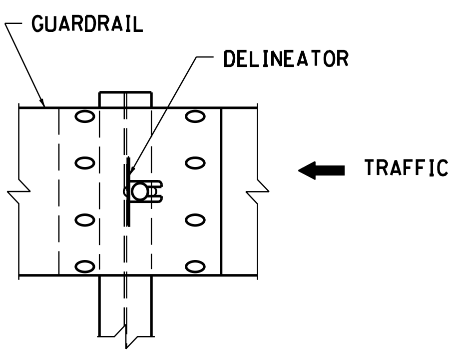
NOTE: DIMENSIONS SHOWN ARE FOR ONE VERSION OF A WEB-MOUNTED GUARDRAIL DELINEATOR. DELINEATORS WITH ALTERNATE DIMENSIONS MAY BE CONSIDERED FOR INCLUSION ON THE APPROVED PRODUCTS LIST.



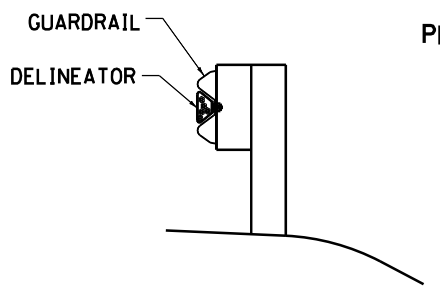
PLACEMENT OF DELINEATORS FOR GUARDRAIL



ISOMETRIC VIEW



FRONT VIEW



SIDE VIEW

APPROXIMATE DELINEATOR SPACING	
TANGENT	100'
CURVE	50'

SPACING SHOULD BE ADJUSTED IN CURVES SO THAT SEVERAL DELINEATORS ARE ALWAYS SIMULTANEOUSLY VISIBLE TO THE ROAD USER.

KENTUCKY
DEPARTMENT OF HIGHWAYS

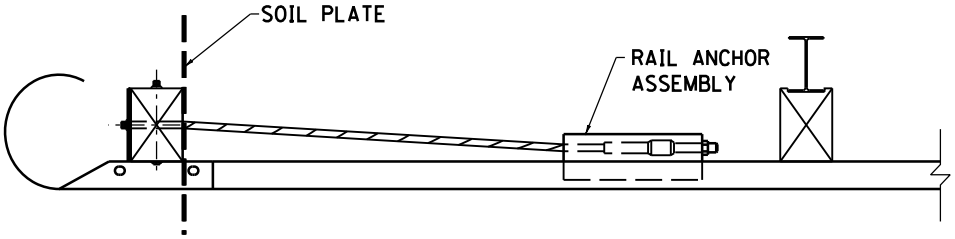
DELINEATORS FOR GUARDRAIL

SUBMITTED [signature] DIRECTOR DIVISION OF HIGHWAY DESIGN 6-15-2012 DATE

002

MicroStation v8.11.7.180 | E-SHEET NAME: | USER: sdcurry DATE PLOTTED: October 14, 2014 | FILE NAME: G:\ENGR\HD1233.01 DAVIESS 2\CAD\DETAILS\SEPIAS.DGN

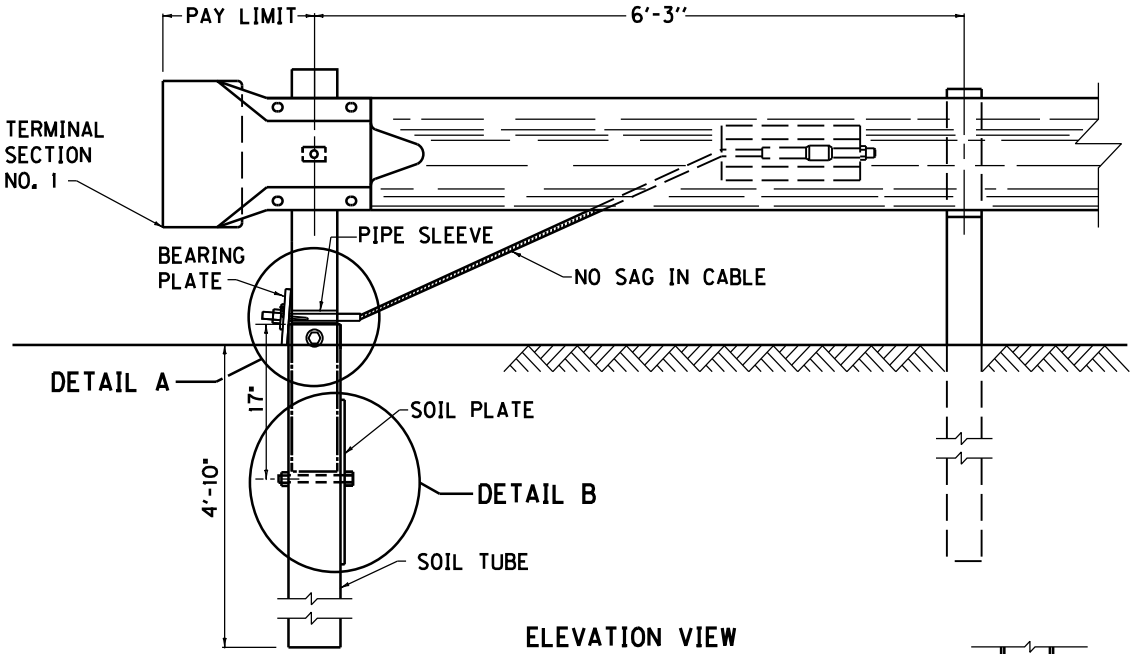
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



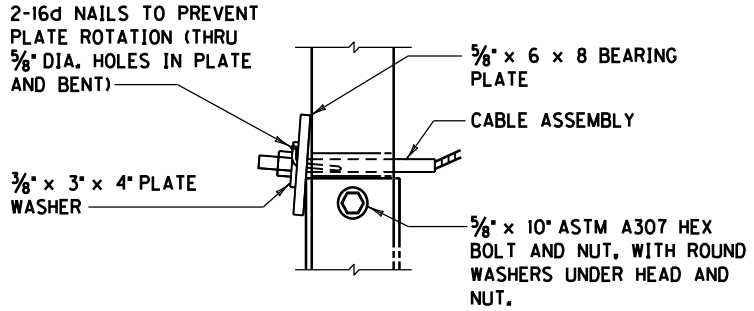
PLAN VIEW

NOTES

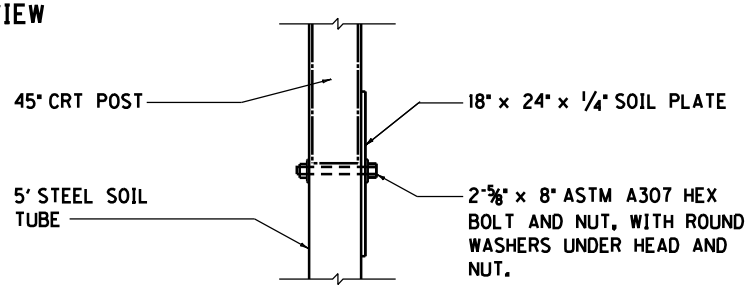
1. GUARDRAIL END TREATMENT TYPE 2A SHALL BE TO THE PAY LIMITS AS DETAILED. THE CONTRACT UNIT BID IS EACH AND SHALL INCLUDE A TERMINAL SECTION NO. 1, RAIL ANCHOR ASSEMBLY, CABLE ANCHOR ASSEMBLY AND ALL OTHER INCIDENTALS NECESSARY FOR A COMPLETE INSTALLATION AS DETAILED.
2. IN THE EVENT SOLID ROCK IS ENCOUNTERED, THE SOIL TUBE MAY BE SHORTENED, PROVIDED IT EXTENDS INTO THE SOLID GROUND A MINIMUM OF 3 FEET.
3. INSTALL BEARING PLATE SO THAT THE "V" OPENING IS AT THE TOP.



ELEVATION VIEW



DETAIL A



DETAIL B

USE WITH CUR. STD. DWGS.
RBR-010, RBI-001,
RBI-002, RBI-003

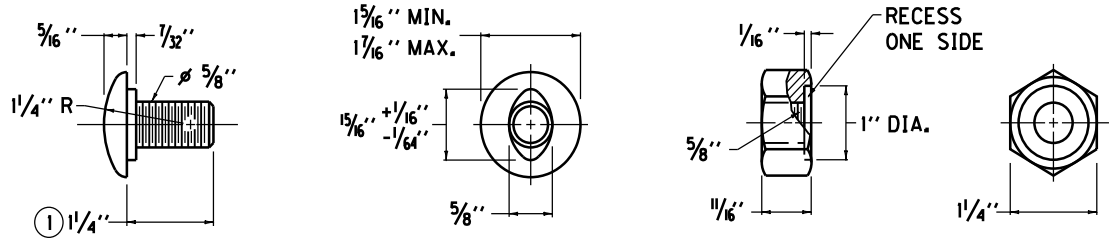
KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL
END TREATMENT
TYPE 2A

SUBMITTED _____ 6-15-2012
DIRECTOR DIVISION OF HIGHWAY DESIGN DATE

007

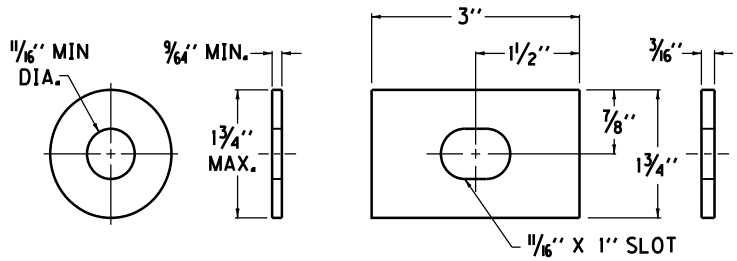
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



5/8" BUTTON HEAD BOLT AND RECESSED NUT

NOTES

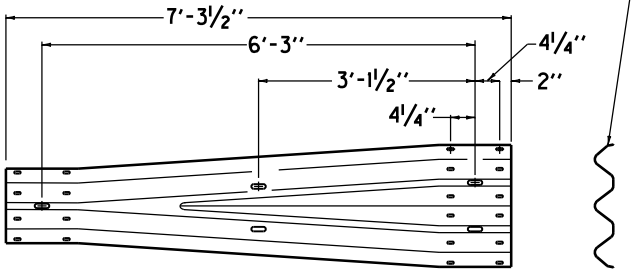
1. RAIL BOLT SIMILAR EXCEPT LENGTH.
2. THE THRIE BEAM TO "W" BEAM CONNECTOR SHALL COMPLY WITH AASHTO M-180 CLASS A, TYPE 2 EXCEPT WHERE IN CONFLICT WITH THIS DETAIL.



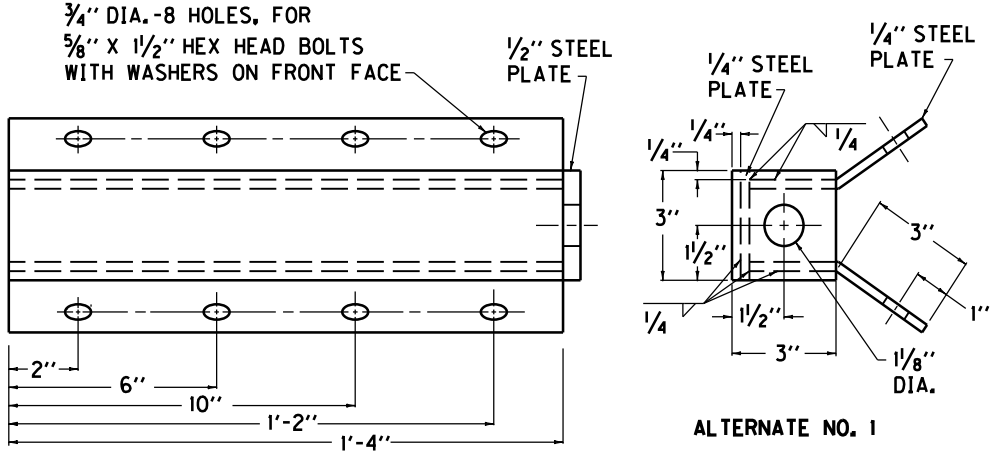
ROUND WASHER AND RECTANGULAR PLATE WASHER

SEE CUR. STD. DWG. RBR-001 FOR DIMENSIONS

SEE CUR. STD. DWG. RBR-100 FOR DIMENSIONS



THRIE BEAM TO "W" BEAM CONNECTOR (2)



RAIL ANCHOR ASSEMBLY

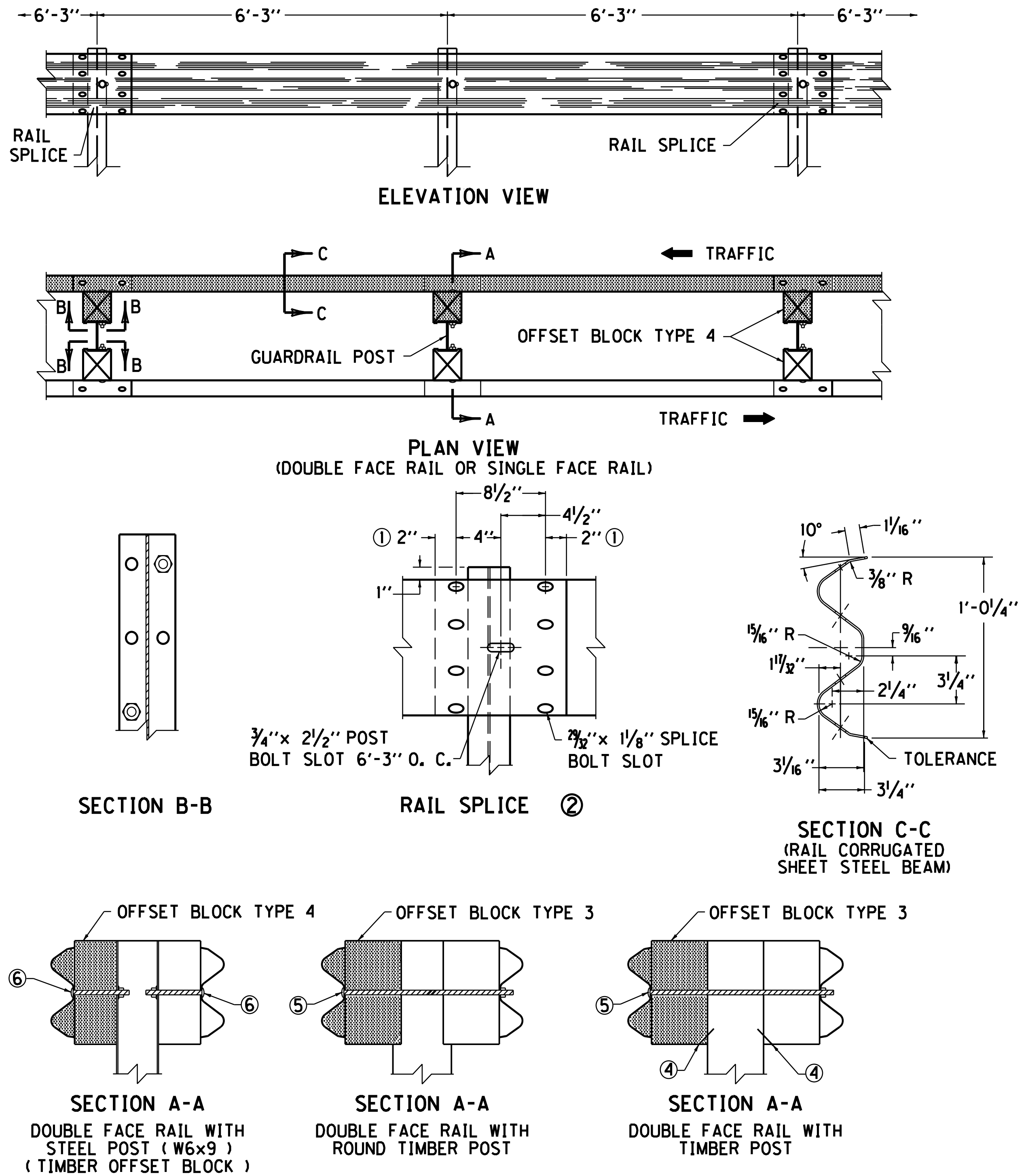
KENTUCKY DEPARTMENT OF HIGHWAYS

GUARDRAIL COMPONENTS

SUBMITTED _____ DIRECTOR DIVISION OF HIGHWAY DESIGN 6-15-2012 DATE

008

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



NOTES

THE CONTRACT UNIT PRICE BID SHALL BE:
GUARDRAIL-STEEL W BEAM-SINGLE FACE - LIN. FT.
OR
GUARDRAIL-STEEL W BEAM-DOUBLE FACE - LIN. FT.

DIMENSIONAL TOLERANCES NOT SHOWN OR IMPLIED ARE INTENDED TO BE THOSE CONSISTENT WITH THE PROPER FUNCTIONING OF THE PART, INCLUDING ITS APPEARANCE AND ACCEPTED MANUFACTURING PRACTICES.

THE RAIL ELEMENT SHALL COMPLY WITH AASHTO M-180 -CLASS A, TYPE II.

ALL LAPS SHALL BE PLACED IN THE DIRECTION OF TRAFFIC FLOW.

① TOLERANCE + 1 1/4", -1/4"

② 8 -5/8"× 1 1/4" LONG BUTTON HEAD BOLTS AND HEX HEAD RECESS NUTS REQUIRED FOR EACH RAIL SPLICE.

③ LENGTH EQUALS POST AND BLOCK WIDTH PLUS: 2" FOR BOLT OR 2 1/4" FOR THREADED ROD.

④ GALVANIZED STEEL 10d COMMON COATED NAIL (DRIVE NAIL AT THE TOP OR BOTTOM CENTER OF BLOCK AND POST AFTER BOLT IS INSTALLED).

⑤ 5/8"× ③ STEEL THREADED ROD AND TWO (2) HEX HEAD NUTS OR 5/8"× ③ BUTTON OR HEX HEAD BOLT AND HEX HEAD NUT.

⑥ 5/8"×8" BUTTON HEAD BOLT, HEX HEAD RECESS NUT AND ONE 5/8" ROUND WASHER (TYP.). BOLT SHALL HAVE A MINIMUM THREAD LENGTH OF 2".

▒ REQUIRED FOR DOUBLE RAIL

7 BOTH 12'-6" AND 25' LENGTHS OF "W" BEAM GUARDRAIL SECTIONS WILL BE PERMITTED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

KENTUCKY
DEPARTMENT OF HIGHWAYS

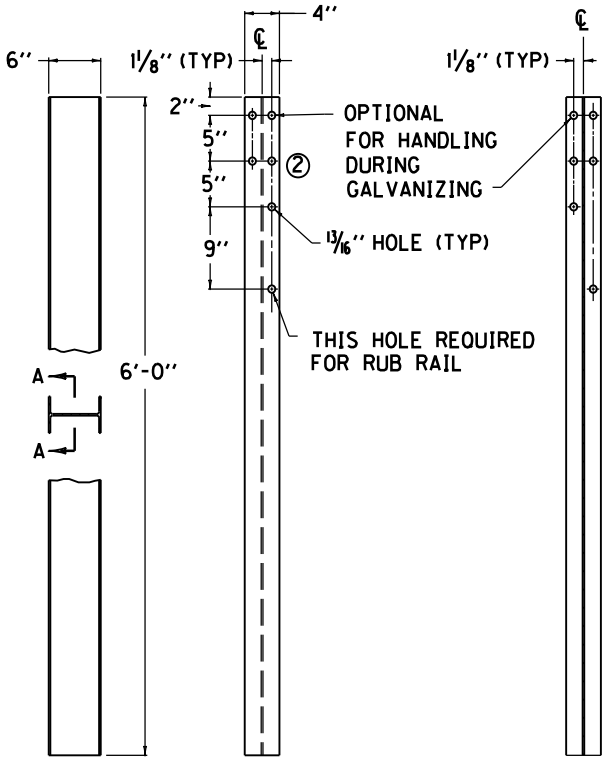
STEEL BEAM
GUARDRAIL
("W" BEAM)

SUBMITTED ________ DIRECTOR DIVISION OF DESIGN   12-11-12 DATE

012

FILE NAME: G:\ENGR\HD1233.01 DAVIESS 2\CAD\DETAILS\SEPIAS.DGN
USER: sdcurry
DATE PLOTTED: October 14, 2014
E-SHEET NAME:
MicroStation v8.11.7.180

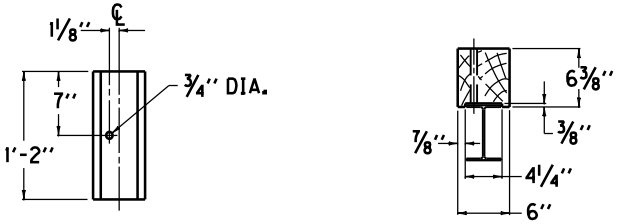
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



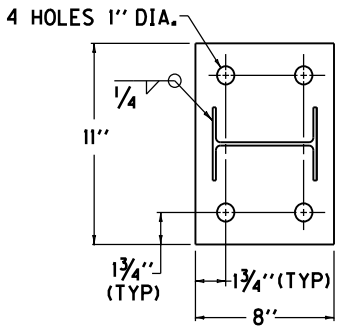
~ W6 X 9.0 STEEL POST ① ~

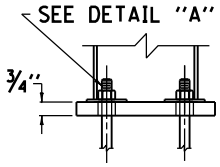
~ NOTES ~

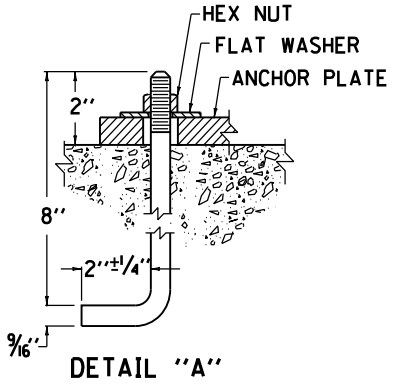
① W6 X 8.5 IS AN ACCEPTABLE ALTERNATE.
② THESE HOLES REQUIRED FOR ATTACHING RAIL.



OFFSET BLOCK TYPE 4
(TIMBER)
(FOR USE WITH STEEL POST ONLY)







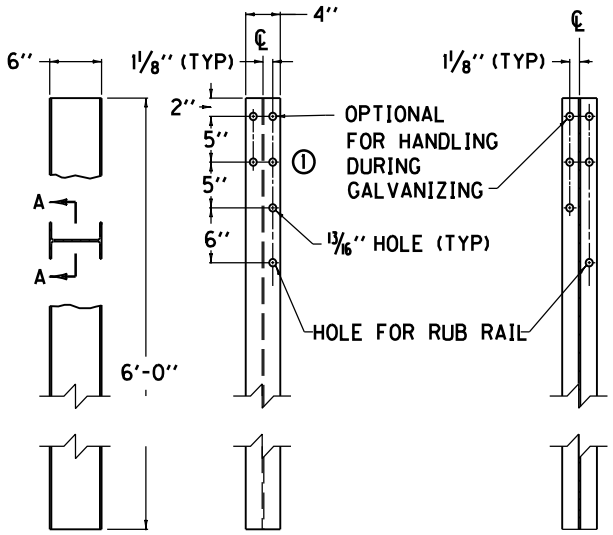
KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL POSTS

SUBMITTED J. Jasper 9-27-13 DATE

013

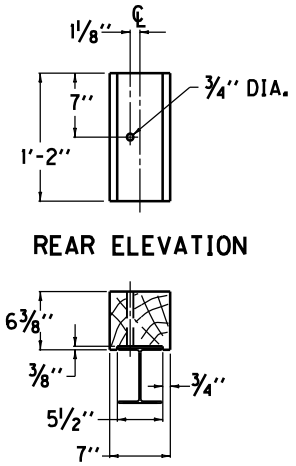
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



SIDE VIEW FRONT VIEW SECTION A-A

~ W6 X 9.0 STEEL GUARDRAIL POST ~

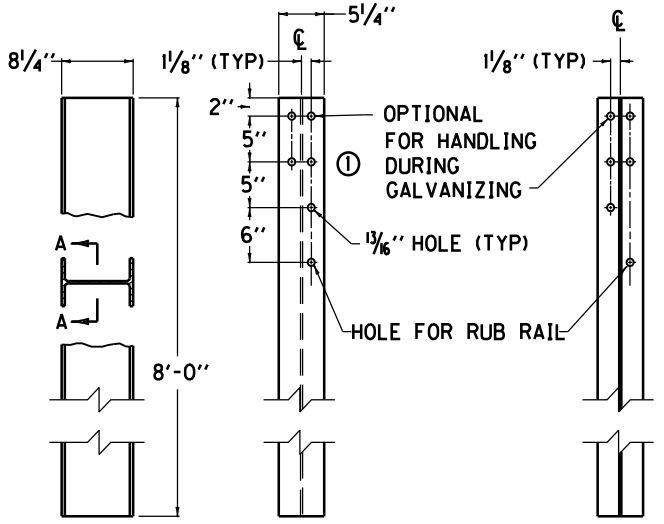
(USED WITH C6 X 8.2 RUB RAIL)



OFFSET BLOCK TYPE 6

(TIMBER)

(FOR USE WITH W8 X 21 STEEL POST ONLY)

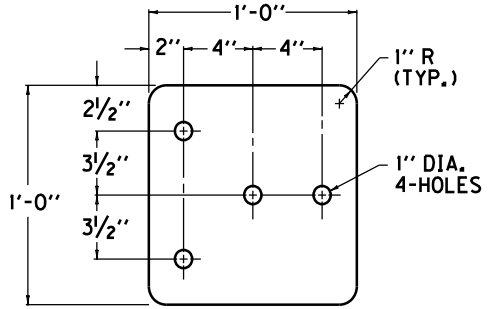


SIDE VIEW FRONT VIEW SECTION A-A

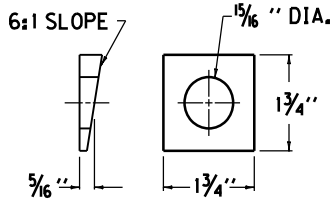
~ W8 X 21 STEEL GUARDRAIL POST ~

~ NOTES ~

1 THESE HOLES REQUIRED FOR ATTACHING RAIL.



⅝" STEEL PLATE "A"



BEVELED WASHER

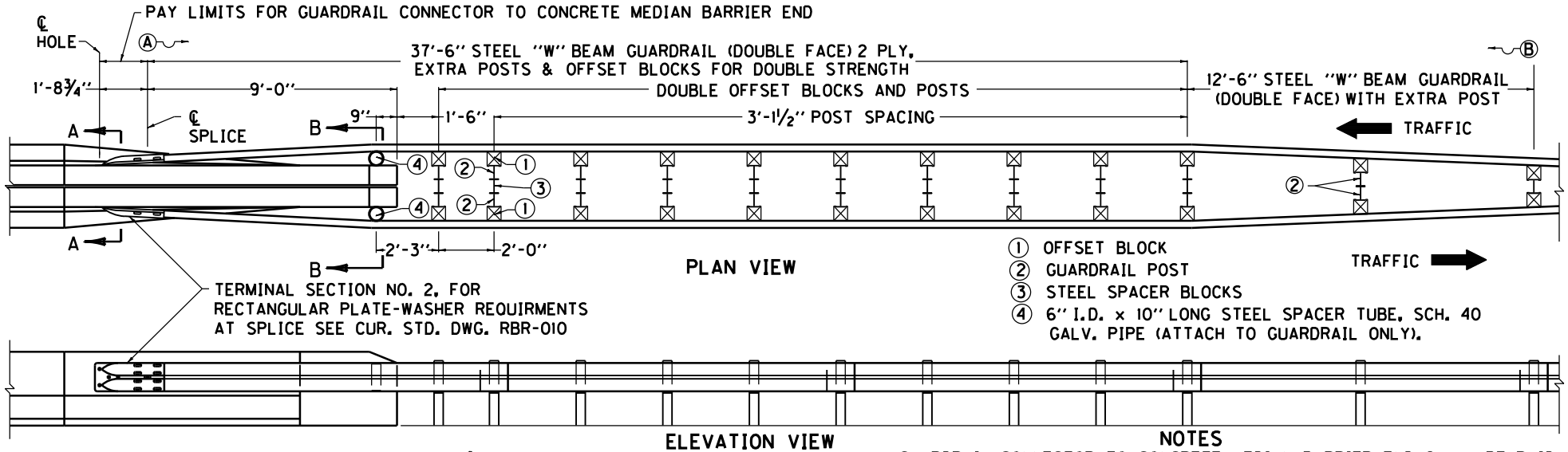
KENTUCKY DEPARTMENT OF HIGHWAYS

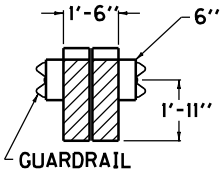
GUARDRAIL CONNECTOR TO BRIDGE END TYPE A AND A-1 COMPONENTS

SUBMITTED J. Jasper 9-27-13 DATE

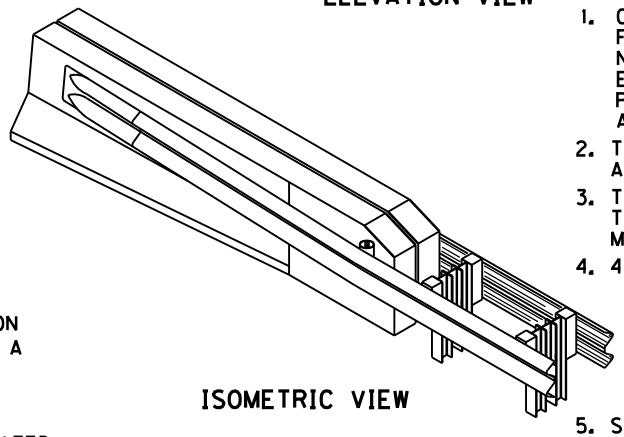
014

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

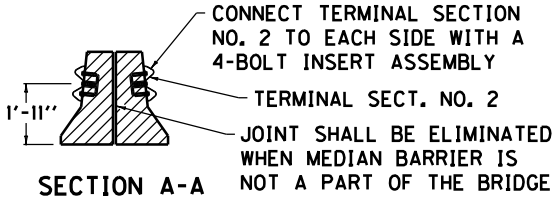




SECTION B-B



ISOMETRIC VIEW

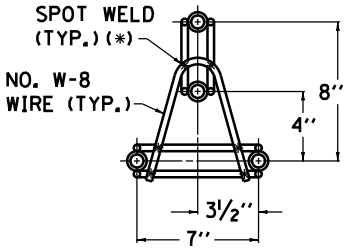


SECTION A-A

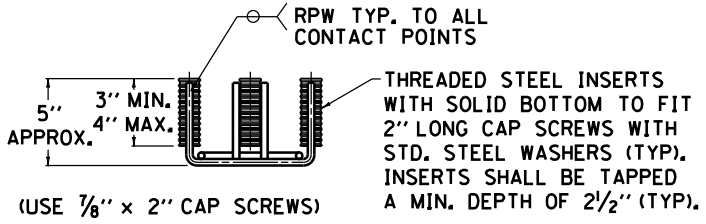
NOTES

1. GUARDRAIL CONNECTOR TO CONCRETE MEDIAN BARRIER END SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH AND INCLUDES TERMINAL SECTION NO. 2, ADDITIONAL POSTS, ADDITIONAL OFFSET BLOCKS, ADDITIONAL RAIL ELEMENTS, HARDWARE, ETC., AND OTHER INCIDENTALS AS SHOWN BETWEEN POINTS (A) AND (B) NECESSARY TO COMPLETE THE INSTALLATION AS DETAILED.
2. THE STEEL "W" BEAM GUARDRAIL (DOUBLE FACE), IS A SEPARATE BID ITEM AND SHALL BEGIN PAYMENT AT POINT (A).
3. THE 4-BOLT INSERT ASSEMBLY INSTALLATION SHALL BE INCIDENTAL TO THE COST OF THE BRIDGE SUPERSTRUCTURE CONCRETE OR CONCRETE MEDIAN BARRIER END AS APPLICABLE.
4. 4-BOLT ASSEMBLIES:
   (a) THE ⅞" x 2" CAP SCREWS WITH STANDARD STEEL WASHERS SHALL BE GALVANIZED AND CONFORM TO ASTM A-325.
   (b) NO. W-8 GAGE WIRE, COLD DRAWN CONFORMING TO ASTM A-82.
   (c) STEEL INSERTS SHALL CONFORM TO ASTM A-108 GRADES C1008 AND C1010 OR B1113.
5. SEE CUR. STD. DWGS. IN THE RBI, RBE, AND RBR-SERIES AS APPLICABLE.
6. BACK UP PLATES ARE NOT REQUIRED WITHIN THE 2 PLY GUARDRAIL SECTION.
7. ▨ SEE BRIDGE PLANS FOR CONSTRUCTION DETAILS WHEN APPLICABLE.

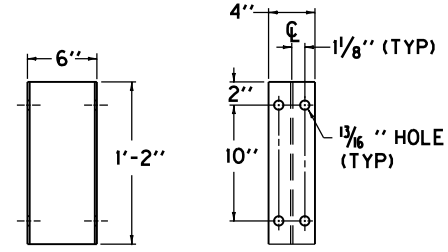
FOUR BOLT INSERT ASSEMBLY



PLAN VIEW



ELEVATION VIEW



SIDE VIEW FRONT VIEW

SPACER BLOCK
(W6 X 9.0)

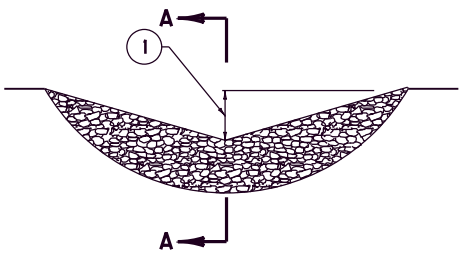
KENTUCKY DEPARTMENT OF HIGHWAYS

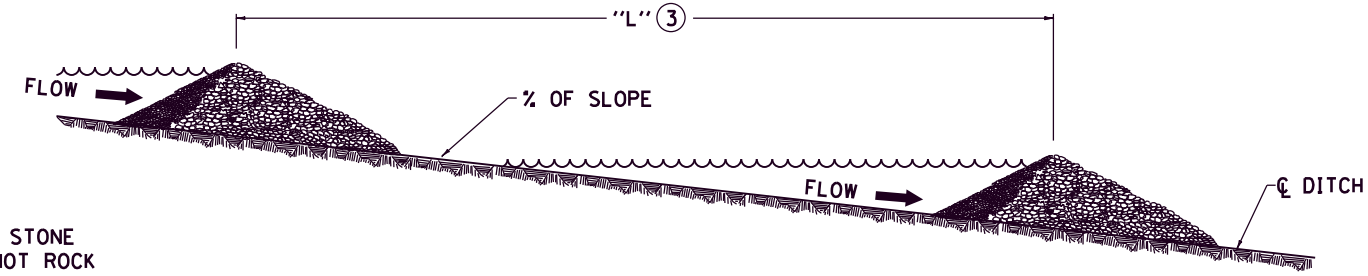
GUARDRAIL CONNECTOR TO CONCRETE MEDIAN BARRIER END

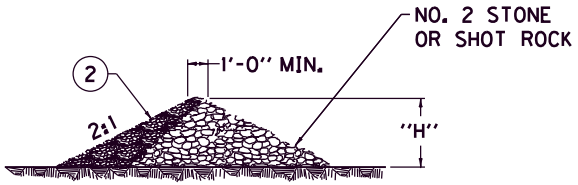
SUBMITTED Jeff Jasper 5-14-13 DATE

015

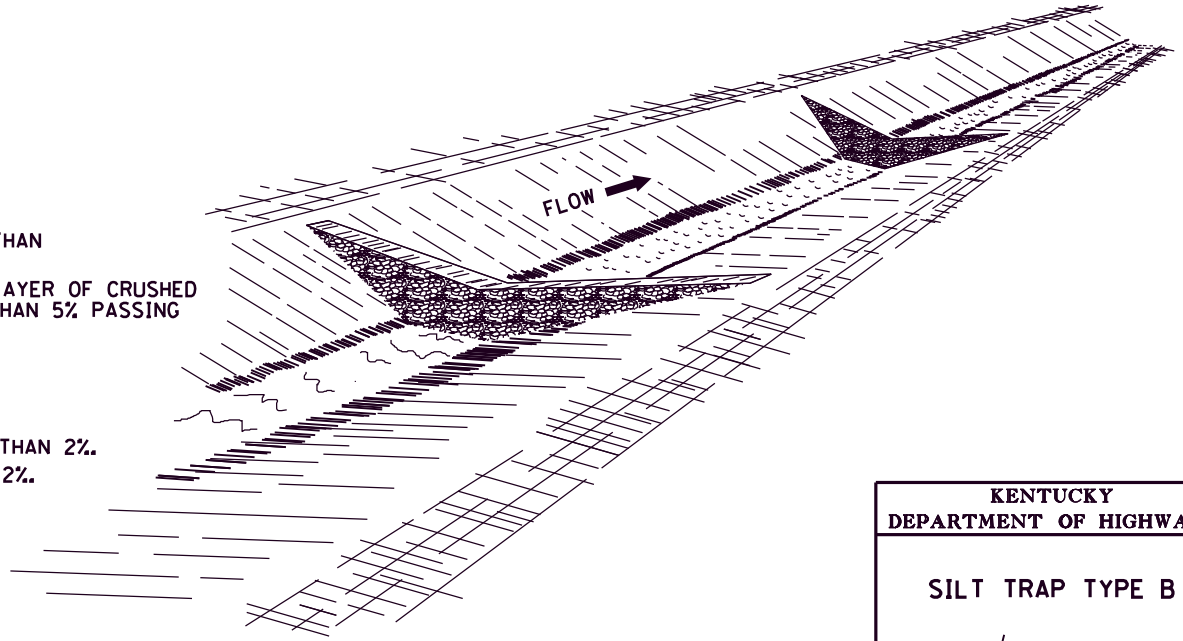
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	







SECTION "A~A"



~NOTES~

BID ITEM AND UNIT TO BID:

CODE	PAY ITEM	PAY UNIT
2704	SILT TRAP TYPE B	EACH
2707	CLEAN SILT TRAP TYPE B	EACH

1. MIDDLE OF SILT TRAP SHALL BE A MINIMUM OF 1'-0" LOWER THAN SIDES SO FLOW WILL NOT BYPASS TRAP OR ERODE BANKS.
2. UPSTREAM FACE OF SILT TRAP SHALL BE A FOUR INCH MIN. LAYER OF CRUSHED AGGREGATE HAVING 100% PASSING A 3" SIEVE AND NO MORE THAN 5% PASSING A NO. 8 SIEVE (SEE SECTION "A-A").
3. $"L" = \frac{"H"}{\text{SLOPE OF DITCH}}$
4. SPACE SILT TRAPS AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. SILT TRAP TYPE B SHALL BE USED ON ALL SLOPES GREATER THAN 2%.
6. SILT TRAP TYPE B MAY BE USED ON ALL SLOPES LESS THAN 2%.

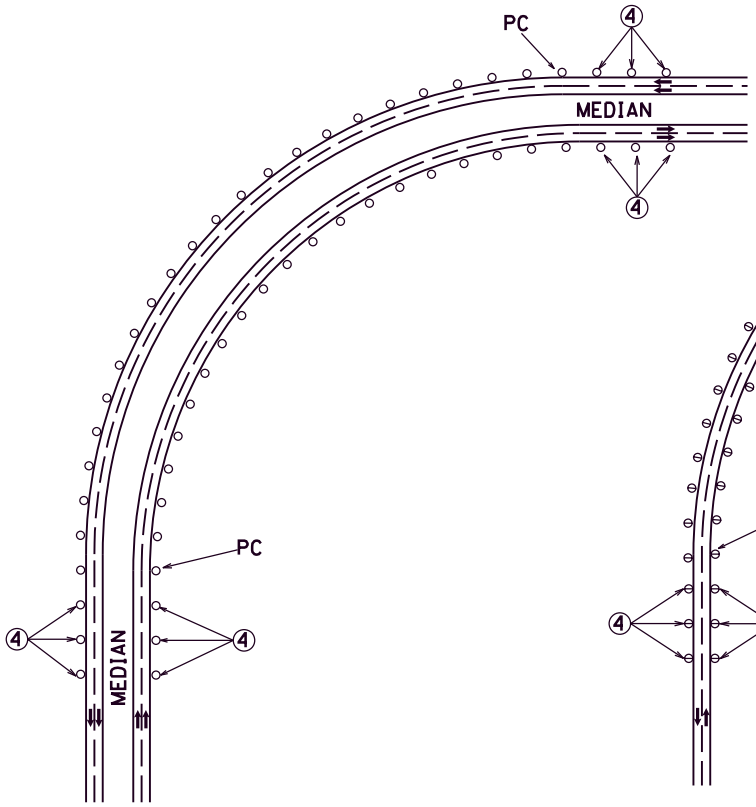
KENTUCKY
DEPARTMENT OF HIGHWAYS

SILT TRAP TYPE B

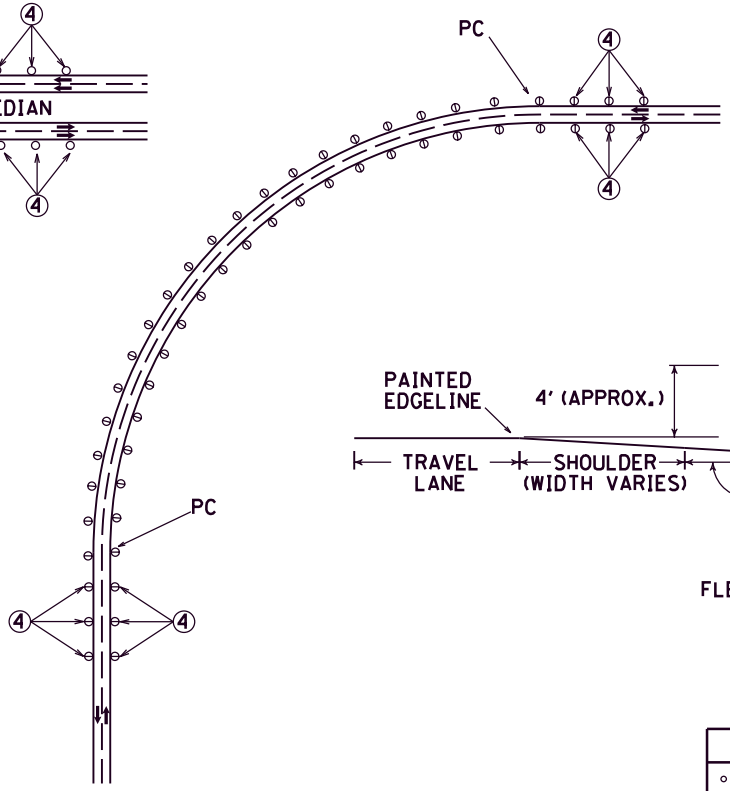
SUBMITTED Jeff Draper 7-18-13
DATE

016

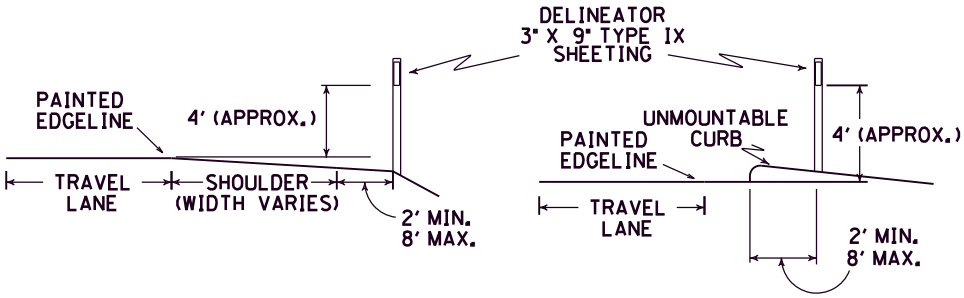
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



DELINEATION FOR HORIZONTAL CURVES
ON MULTI-LANE EXPRESSWAYS/FREEWAYS



DELINEATION FOR HORIZONTAL CURVES
ON TWO-LANE EXPRESSWAYS/FREEWAYS



FLEXIBLE DELINEATOR POST
MOUNTING DETAILS

LEGEND	
○	FLEXIBLE DELINEATOR POST - M/W (MONO-WHITE)
⊖	FLEXIBLE DELINEATOR POST - B/W (BI-WHITE)
APPROX. SPACING = 50 FEET	
UNIT BID = EACH	

GENERAL NOTES

1. DELINEATORS SHALL BE FROM THE LIST OF APPROVED MATERIALS AND SHALL BE IN ACCORDANCE WITH SECTION 838 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
2. DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
3. THE DELINEATOR POST AND RETROREFLECTIVE SHEETING SHALL BE THE SAME COLOR AND SHALL MATCH THE COLOR OF THE EDGELINES THEY SUPPLEMENT.
4. THREE DELINEATORS SHOULD BE INSTALLED IN ADVANCE OF THE BEGINNING AND PROCEEDING AWAY FROM THE END OF THE CURVE AT A SPACING OF APPROXIMATELY 50 FEET.
5. DELINEATORS SHALL BE PROVIDED ON THE RIGHT-HAND SIDE OF HORIZONTAL CURVES ON EXPRESSWAYS AND FREEWAYS. DELINEATORS ARE NOT REQUIRED ON TANGENT SECTIONS OF EXPRESSWAYS AND FREEWAYS.
6. A FREEWAY SHALL BE DEFINED AS A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS. AN EXPRESSWAY SHALL BE DEFINED AS A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.
7. DELINEATORS SHOULD BE PLACED AT A CONSTANT DISTANCE FROM THE ROADWAY EDGE. WHEN AN OBSTRUCTION EXISTS NEAR THE PAVEMENT EDGE, THE LINE OF DELINEATORS SHOULD BE TRANSITIONED TO THE INSIDE OF THE OBSTRUCTION OR TO THE BARRIER DELINEATION IF THE OBSTRUCTION IS GUARDRAIL OR BARRIER WALL. SUCH TRANSITIONS SHOULD BEGIN APPROXIMATELY 200 FT IN ADVANCE OF THE OBSTRUCTION/BARRIER.
8. DELINEATORS SHOULD BE INSTALLED AT AN APPROXIMATE RIGHT ANGLE TO APPROACHING TRAFFIC.
9. DELINEATORS MAY BE DISCONTINUED ALONG SECTIONS WITH BARRIER WALL OR GUARDRAIL DELINEATION.

DRAWING NOT TO SCALE

KENTUCKY
DEPARTMENT OF HIGHWAYS

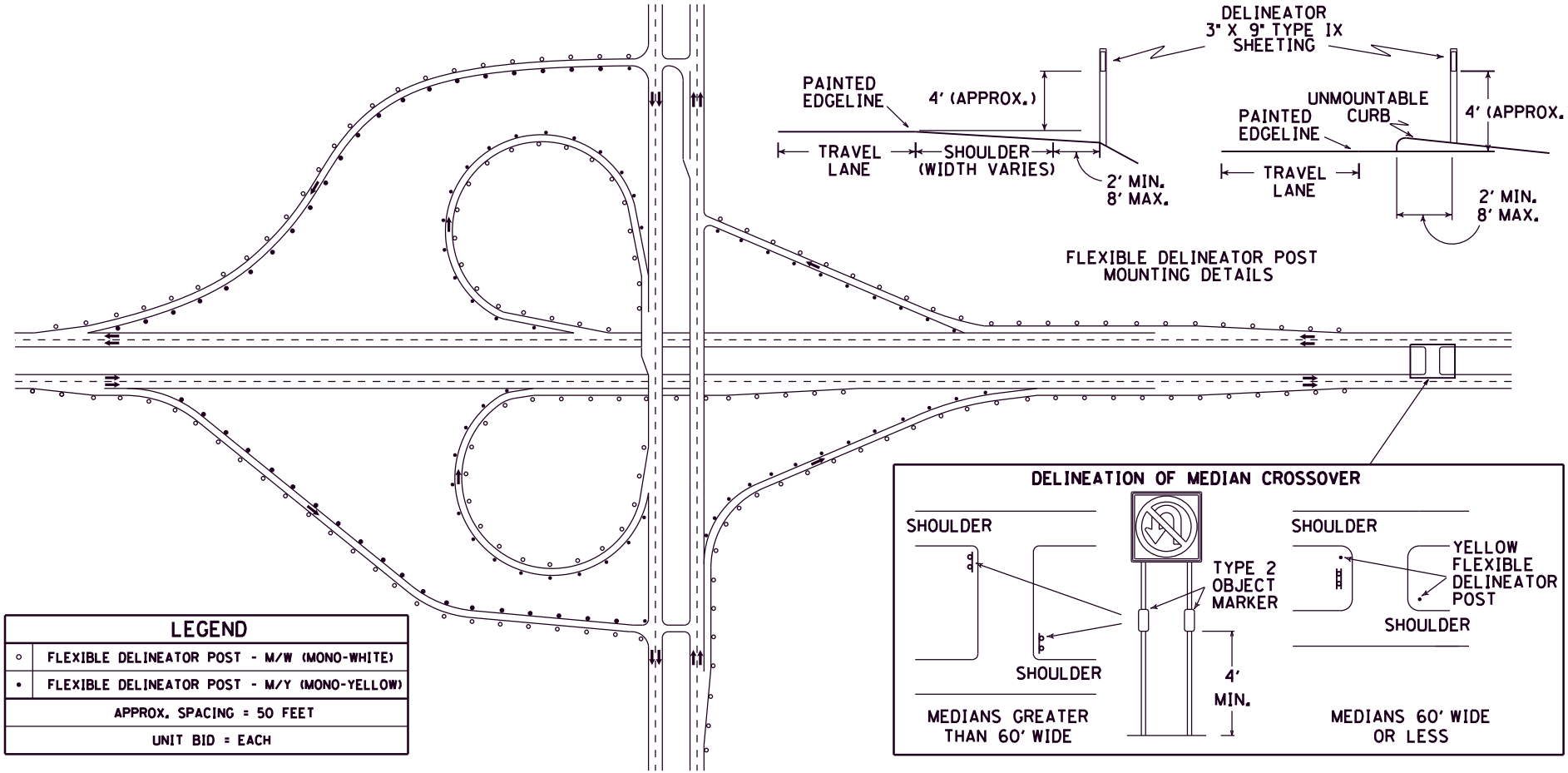
FLEXIBLE DELINEATOR
POST ARRANGEMENTS
FOR
HORIZONTAL CURVES

SUBMITTED R. Jeffrey Wolfe 8-29-13
DATE

018

MicroStation v8.11.7.180 | C-SHEET NAME: | USER: sdcurry | DATE PLOTTED: October 14, 2014 | FILE NAME: G:\ENGR\HDI233.01 DAVIESS 2\CAD\DETAILS\SEPIAS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



LEGEND	
○	FLEXIBLE DELINEATOR POST - M/W (MONO-WHITE)
•	FLEXIBLE DELINEATOR POST - M/Y (MONO-YELLOW)
APPROX. SPACING = 50 FEET	
UNIT BID = EACH	

GENERAL NOTES

1. DELINEATORS SHALL BE FROM THE LIST OF APPROVED MATERIALS AND SHALL BE IN ACCORDANCE WITH SECTION 838 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
2. DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
3. THE DELINEATOR POST AND RETROREFLECTIVE SHEETING SHALL BE THE SAME COLOR AND SHALL MATCH THE COLOR OF THE EDGELINES THEY SUPPLEMENT.
4. DELINEATORS SHOULD BE PROVIDED ON BOTH SIDES OF INTERCHANGE RAMPS. DELINEATORS SHOULD BE ERECTED AT 50 FOOT INTERVALS ALONG RAMPS AND ACCELERATION AND DECELERATION LANES ON THE MAINLINE AND CROSSROAD.
5. DELINEATORS SHOULD BE PLACED AT A CONSTANT DISTANCE FROM THE ROADWAY EDGE. WHEN AN OBSTRUCTION EXISTS NEAR THE PAVEMENT EDGE, THE LINE OF DELINEATORS SHOULD BE TRANSITIONED TO THE INSIDE OF THE OBSTRUCTION OR TO THE BARRIER DELINEATION IF THE OBSTRUCTION IS GUARDRAIL OR BARRIER WALL. SUCH TRANSITIONS SHOULD BEGIN APPROXIMATELY 200 FEET IN ADVANCE OF THE OBSTRUCTION/BARRIER.
6. DELINEATORS SHOULD BE INSTALLED AT AN APPROXIMATE RIGHT ANGLE TO APPROACHING TRAFFIC.
7. DELINEATORS MAY BE DISCONTINUED ALONG SECTIONS WITH BARRIER WALL OR GUARDRAIL DELINEATION.

DRAWING NOT TO SCALE

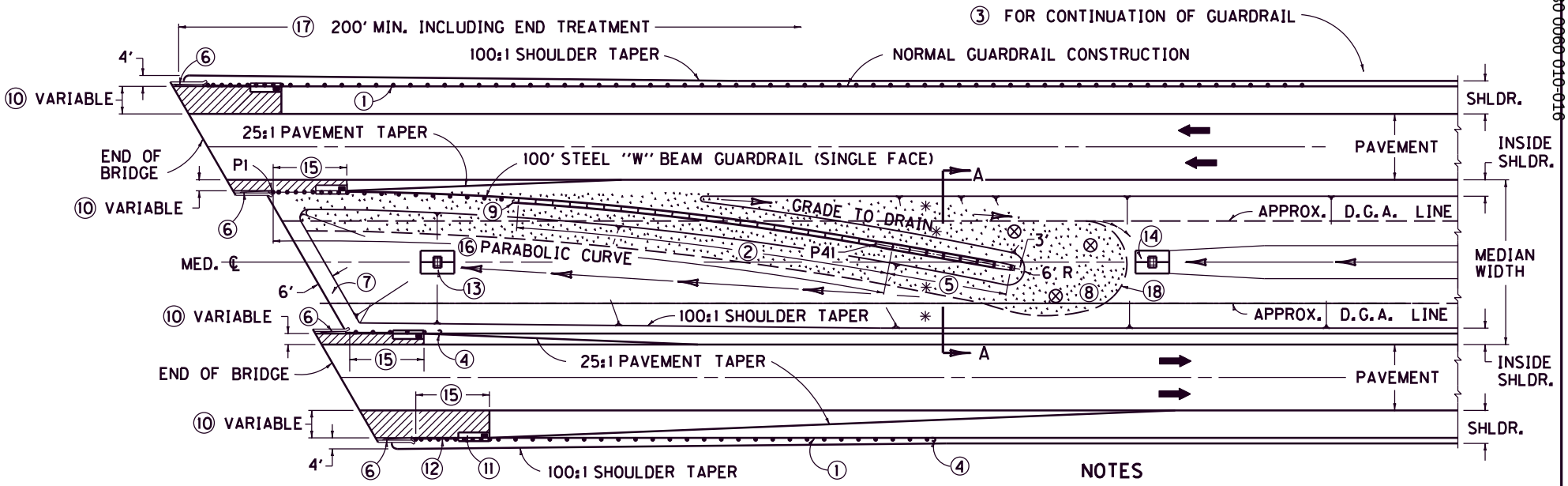
KENTUCKY
DEPARTMENT OF HIGHWAYS

FLEXIBLE DELINEATOR POST ARRANGEMENTS FOR INTERCHANGE RAMPS AND CROSSOVERS

SUBMITTED R. Jeffrey Wolfe 8-29-13
DATE

019

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

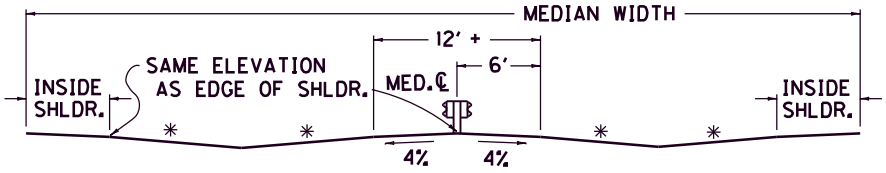


NOTES

1. NO ANGLES PERMITTED IN NORMAL GUARDRAIL ALIGNMENT.
3. TO TERMINATE GUARDRAIL INSTALLATION:
   - A. ALL FILLS; ALSO SOLID ROCK CUTS WITH ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL, USE END TREATMENT TYPE 1.
   - B. SOLID ROCK CUTS WITHOUT ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL, USE END TREATMENT TYPE 2A.
   - C. EARTH CUTS AND SOFT ROCK CUTS, USE END TREATMENT TYPE 3.
   - D. ALL FILLS; ALSO SOLID ROCK CUTS WITH ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL, USE END TREATMENT TYPE 4A.
8. USE ROADWAY OR BORROW EXCAVATION, OR EMBANKMENT IN PLACE.
10. WHEN THIS DIMENSION IS 6' OR GREATER USE CONCRETE PAVEMENT (8" JOINTED PLAIN CONCRETE PAVEMENT WHEN MAINLINE DESIGN IS FLEXIBLE, SAME THICKNESS AS MAINLINE WHEN RIGID DESIGN). WHEN THIS DIMENSION IS LESS THAN 6' USE ISLAND CURB AND GUTTER AND SAME PAVEMENT AS SHOWN ON MAINLINE DESIGN, (SEE DETAIL A).
13. FLATTEN SLOPES AND ELIMINATE INLET WHEN MEDIAN SLOPES AWAY FROM BRIDGE.
14. LOCATE AS CLOSE TO GUARDRAIL AS SLOPE WILL PERMIT.
15. VARIABLE LENGTH. SEE APPLICABLE "BRIDGE END CONNECTOR" DRAWING (RBC SERIES).
16. SEE STD. DWG. RBB-003, CURRENT EDITION, FOR MEDIAN GUARDRAIL POST ALIGNMENT.
17. SHOWN FOR FILL CONDITION. REDUCE LENGTH SHOULD FIELD CONDITIONS WARRANT.
18. ROUND SLOPES IN ACCORDANCE WITH CURRENT STD. DWG. RGX-001.

USE WITH CURRENT STD. DWG. RBB-003

ITEM	STD. DWG. NO. (CURRENT EDITION)
1 STEEL W BEAM GUARDRAIL (SINGLE FACE)	RBR-SERIES
2 137'-6" STEEL W BEAM GUARDRAIL (DOUBLE FACE)	
3 END TREATMENT TYPE 1, 2A, 3 OR 4A	
4 END TREATMENT TYPE 2A	
5 CRASH CUSHION TYPE IX-A	RBE-SERIES
6 BRIDGE END CONNECTORS	RBC-SERIES
7 6' EARTH DIKE	RGX-SERIES
8 GUARDRAIL EARTH BERM	
9 TERMINAL SECTION NO. 1	RBR-SERIES
DRAINAGE ITEMS (WHEN REQUIRED)	
10 BRIDGE END DRAINAGE AREA (TYPICAL)	
11 CURB BOX INLET TYPE B	RDB-SERIES
12 ISL. INTERGAL CURB OR ISL. CURB AND GUTTER	RPM-SERIES
13 DROP BOX INLET (SEE PLANS FOR TYPE)	RDB-SERIES
14 DROP BOX INLET (SEE PLANS FOR TYPE)	



SECTION A-A

✳ SLOPES 12:1 DESIRABLE, 6:1 MINIMUM
⊗ SLOPES 12:1 OR FLATTER REQUIRED

DETAIL A

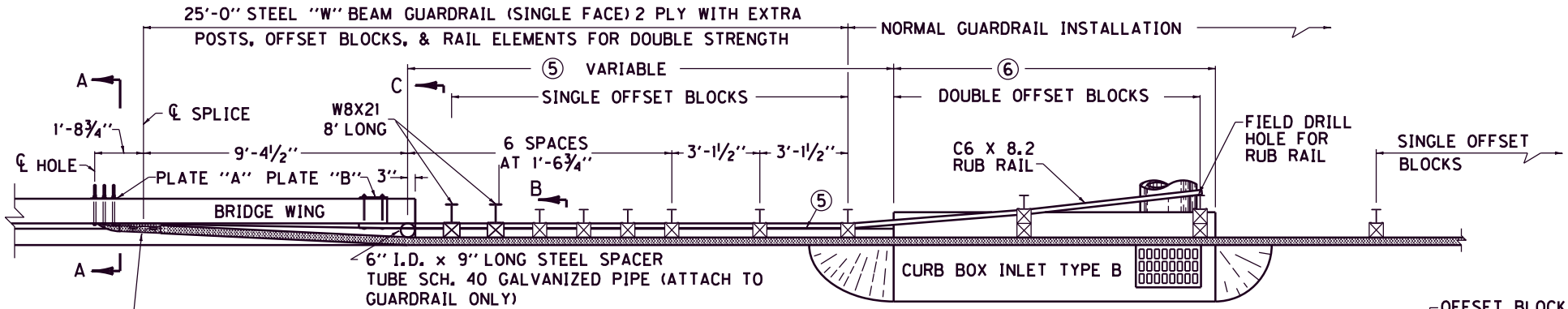
KENTUCKY DEPARTMENT OF HIGHWAYS

GUARDRAIL AND BRIDGE END DRAINAGE FOR TWIN STRUCTURES

SUBMITTED William S. Stallard 9-24-13 DATE

020

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



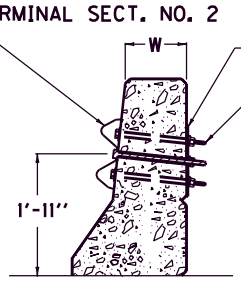
PLAN VIEW TYPE A

~ NOTES ~

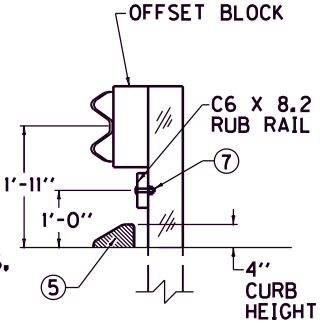
1. GENERAL
   a. SEE CUR. STD. DWGS. IN THE RBB, RBI, RBR, AND RPM-SERIES FOR OTHER RELATED GUARDRAIL DETAILS AND BRIDGE PLANS FOR BRIDGE WING DETAIL.
   b. SEE CUR. STD. DWG. RDB-SERIES FOR CURB BOX INLET TYPE B.
   c. GUARDRAIL CONNECTOR TO BRIDGE END TYPE A IS FOR USE ON BOTH BRIDGE ENDS OF AN UNDIVIDED HIGHWAY AND ON THE APPROACH BRIDGE ENDS OF A DIVIDED HIGHWAY.
2. MATERIAL REQUIREMENTS
   ALL HARDWARE SHALL BE GALVANIZED. (AASHTO M-232)
   ⅝" STEEL PLATE "A" (AASHTO M-270)
   ⅞" HEX HEAD BOLTS OR STEEL THREADED RODS (LENGTH AS SHOWN)
   ⅞" HEAVY HEX NUTS (⅞" THICK) (AASHTO M-291)
   ⅞" FLAT WASHERS (3/16" THICK) (AASHTO M-293)
   ⅞" BEVELED WASHERS (5/16" MEAN THICKNESS) (AASHTO M-293)
   BOTH THE BOLT AND THREADED ROD SHALL HAVE A MINIMUM OF 50,000 LBS. TENSILE STRENGTH AT THE NARROWEST POINT.
3. CONSTRUCTION METHODS
   a. ELIMINATE EXTRA OFFSET BLOCKS WHEN CURB BOX INLET TYPE B IS NOT REQUIRED.
   b. HOLES TO BE FORMED THROUGH BRIDGE WING WITH 1" I.D. PLASTIC PIPE FOR ⅞" BOLTS AND ¾" I.D. PLASTIC PIPE FOR ⅝" BOLTS. PIPE SHALL REMAIN IN PLACE.
4. METHOD OF MEASUREMENT AND BASIS OF PAYMENT
   a. GUARDRAIL CONNECTOR TO BRIDGE END TYPE A SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, AND INCLUDES: TERMINAL SECTION NO. 2; ALL ITEMS WHICH ARE IN ADDITION TO THE NORMAL INSTALLATION OF STEEL BEAM GUARDRAIL (EXTRA POSTS, OFFSET BLOCKS, RAIL ELEMENTS, SPACER TUBE, HARDWARE, RUB RAIL, ETC.), AND OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION AS DETAILED. STEEL "W" BEAM GUARDRAIL (SINGLE FACE) AND ISLAND HEADER CURB ARE SEPARATE BID ITEMS WHICH ARE ALWAYS REQUIRED. CURB BOX INLET TYPE B IS A SEPARATE BID ITEM THAT WILL BE USED WHEN REQUIRED FOR BRIDGE END DRAINAGE.

PAY ITEM	PAY UNIT
GUARDRAIL CONNECTOR TO BRIDGE END TY A	EACH
GUARDRAIL-STEEL "W" BEAM-S FACE	LF
ISLAND HEADER CURB TYPE 1 OR 2	LF
CURB BOX INLET TYPE B (AS REQUIRED)	EACH

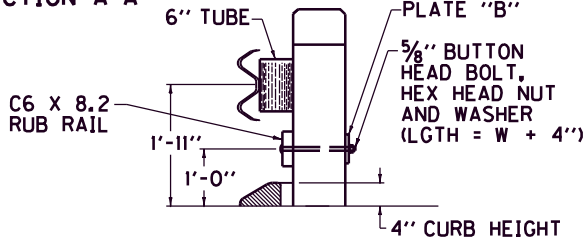
   b. THE PLASTIC PIPE AND COST OF FORMING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR BRIDGE SUPERSTRUCTURE CONCRETE.



SECTION A-A



SECTION B-B



SECTION C-C

⑤ ISLAND HEADER CURB. TRANSITION FROM ISLAND CURB SHAPE TO SHAPE ON BRIDGE WING WITHIN 7'-3". LENGTH OF CURB VARIABLE (22'-3" WHEN L=5'-0") (17'-3" WHEN L=10'-0") (12'-3" WHEN L=15'-0") (7'-3" WHEN L=20'-0"). ON APPROACH END CONSTRUCT 25'-0" OF ISLAND HEADER CURB EVEN WHEN CURB BOX INLET TYPE B IS NOT REQUIRED.

⑥ 6'-4" WHEN L=5'-0"
11'-4" WHEN L=10'-0" ☆
16'-4" WHEN L=15'-0"
21'-4" WHEN L=20'-0"

⑦ ⅝" X 3½" BUTTON HEAD BOLT, HEX HEAD NUT.

8. CURB BOX NOT REQUIRED UNLESS NEEDED FOR DRAINAGE.

☆ 10'-0" LENGTH IS REQUIRED UNLESS OTHERWISE NOTED.
L EQUALS THROAT LENGTH OF BOX.

USE WITH CUR. STD. DWGS. BHS-008, RBC-002 AND RBC-003

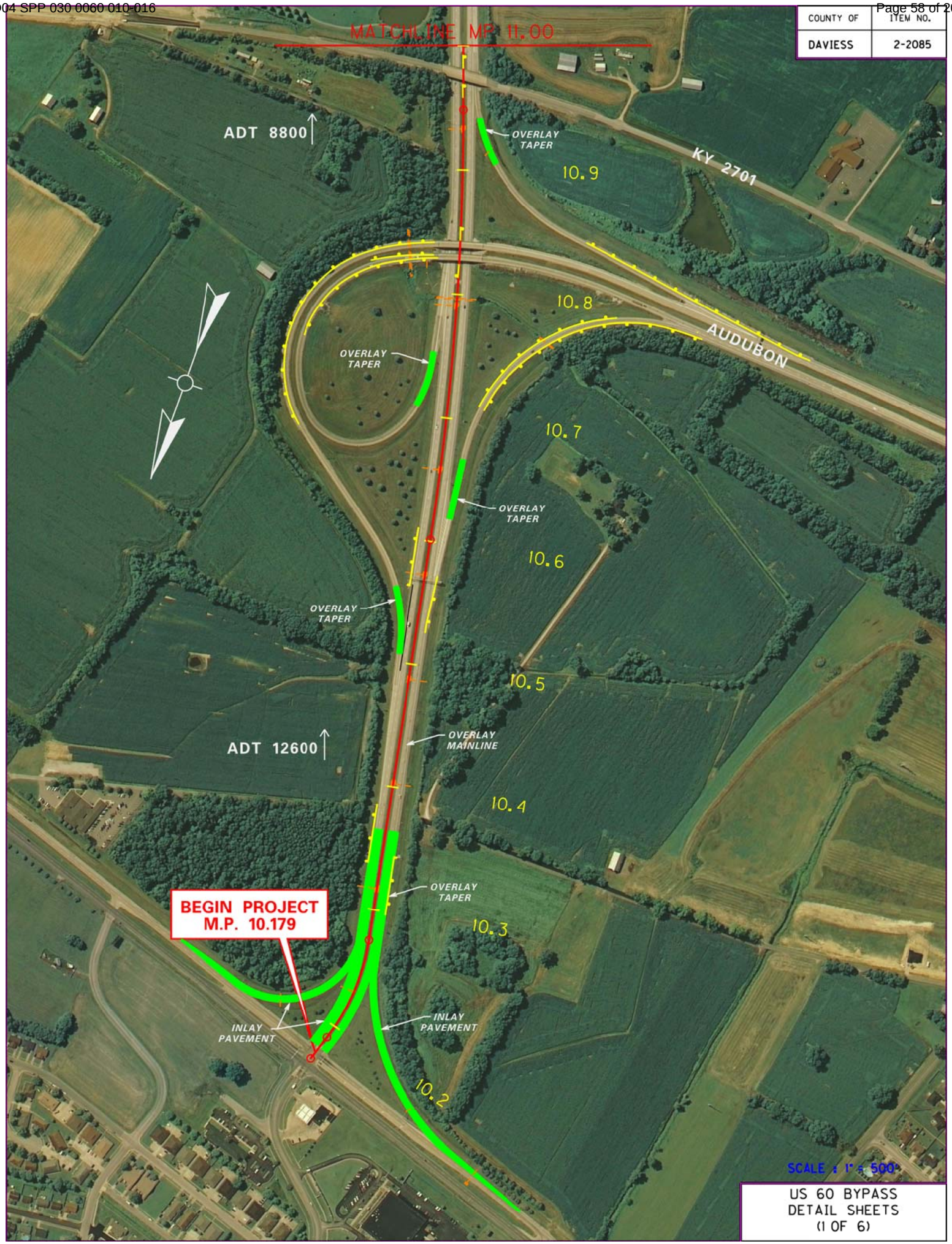
KENTUCKY DEPARTMENT OF HIGHWAYS

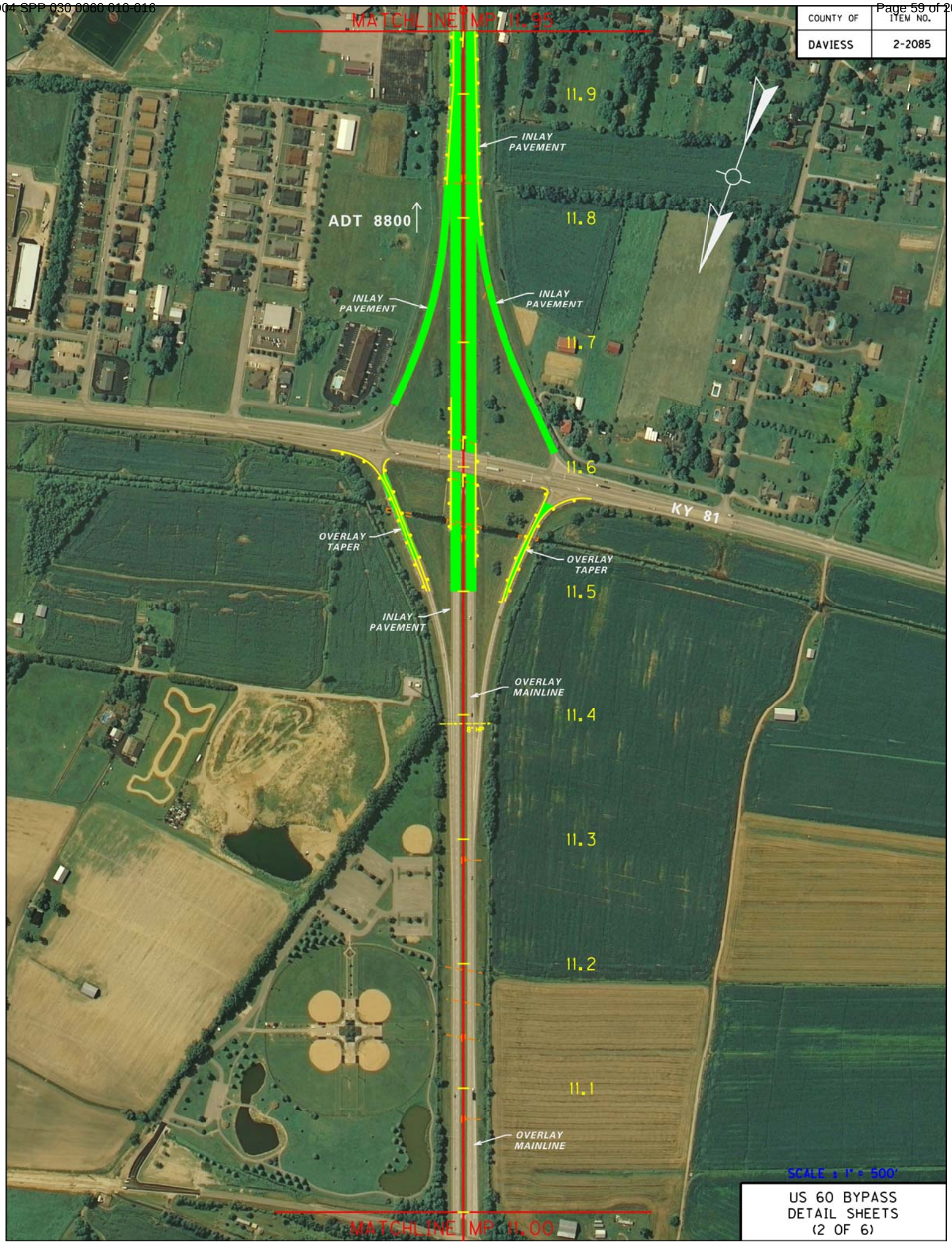
GUARDRAIL CONNECTOR TO BRIDGE END TYPE A

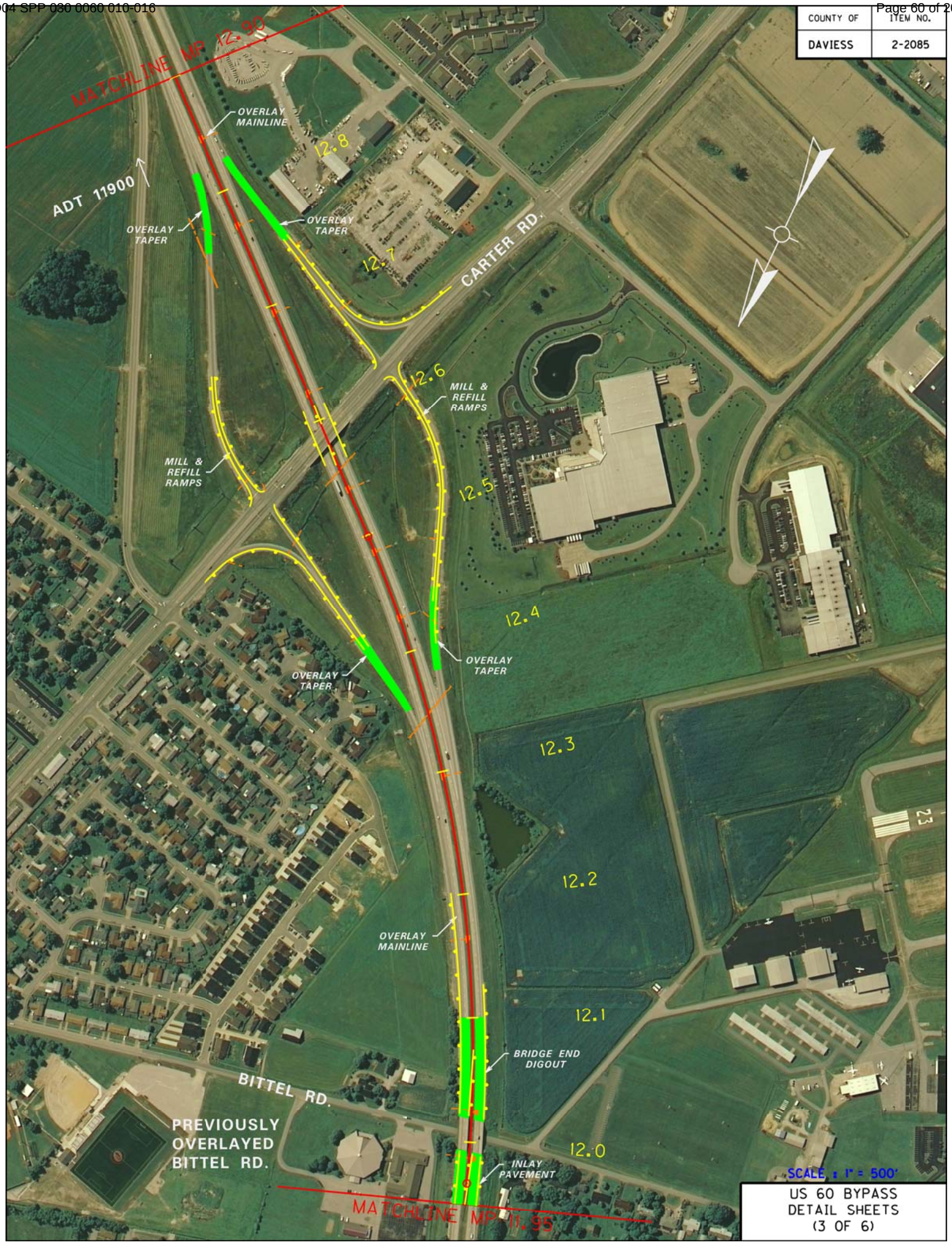
SUBMITTED William S. Stallard 7-22-14 DATE

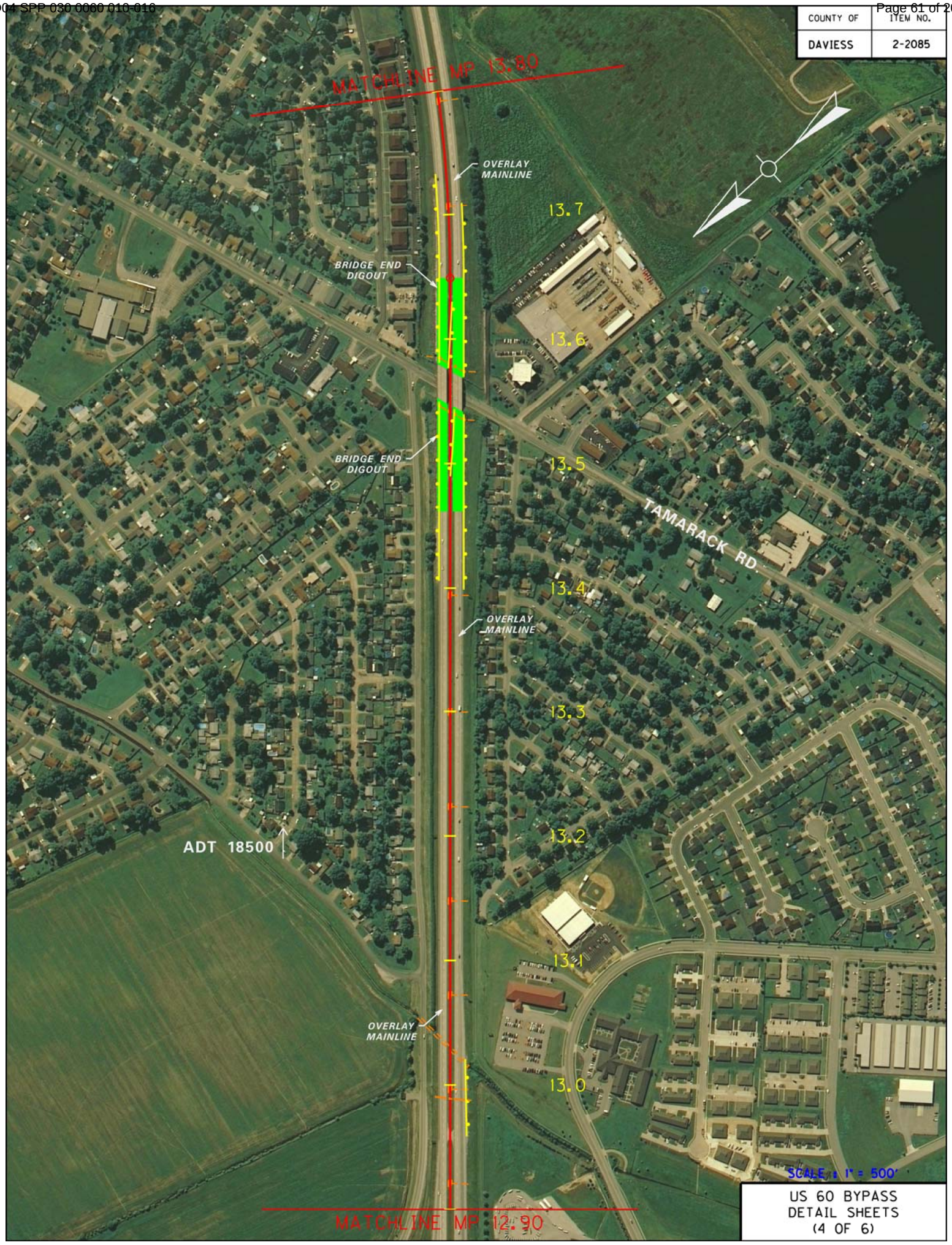
026

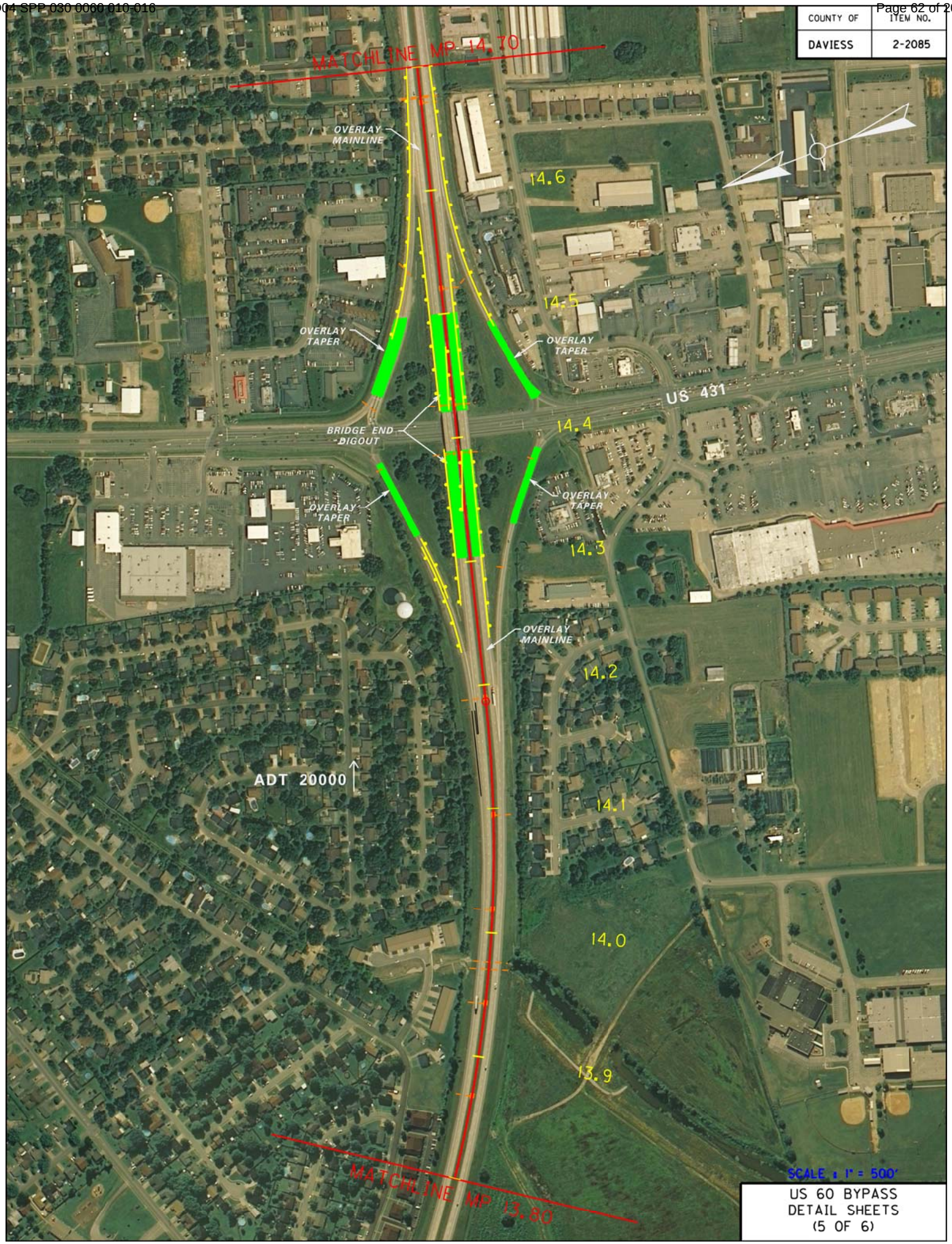
MicroStation v8.11.7.180 | E-SHEET NAME: | USER: sdcurry | DATE PLOTTED: October 14, 2014 | FILE NAME: G:\ENGR\HDI233.01 DAVIESS 2\CAD\DETAILS\SEPIAS.DGN

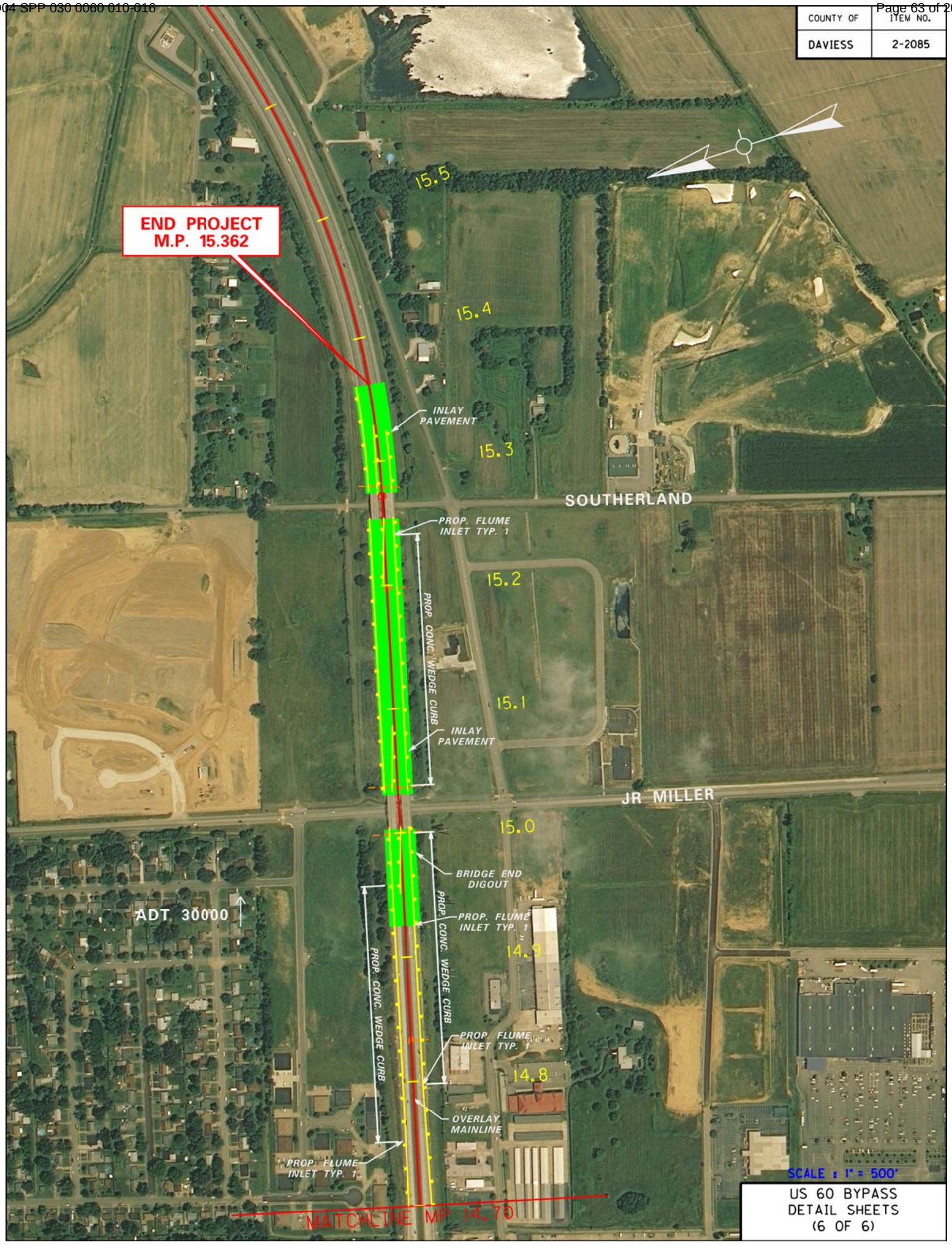

COUNTY OF
DAVIESS
ITEM NO.
2-2085
MATCHLINE MP 11.00
ADT 8800
OVERLAY TAPER
KY 2701
10.9
10.8
AUDUBON
OVERLAY TAPER
10.7
OVERLAY TAPER
10.6
OVERLAY TAPER
10.5
ADT 12600
OVERLAY MAINLINE
10.4
OVERLAY TAPER
BEGIN PROJECT M.P. 10.179
10.3
INLAY PAVEMENT
INLAY PAVEMENT
10.2
SCALE : 1" = 500'
US 60 BYPASS
DETAIL SHEETS
(1 OF 6)


MATCHLINE MP 11.95
COUNTY OF
DAVIESS
ITEM NO.
2-2085
11.9
INLAY PAVEMENT
ADT 8800
11.8
INLAY PAVEMENT
INLAY PAVEMENT
11.7
11.6
KY 81
OVERLAY TAPER
OVERLAY TAPER
11.5
INLAY PAVEMENT
OVERLAY MAINLINE
11.4
11.3
11.2
11.1
OVERLAY MAINLINE
MATCHLINE MP 11.00
SCALE : 1" = 500'
US 60 BYPASS
DETAIL SHEETS
(2 OF 6)


COUNTY OF
DAVIESS
ITEM NO.
2-2085
MATCHLINE MP 12.90
OVERLAY MAINLINE
12.8
ADT 11900
OVERLAY TAPER
OVERLAY TAPER
12.7
CARTER RD.
12.6
MILL & REFILL RAMPS
MILL & REFILL RAMPS
12.5
12.4
OVERLAY TAPER
OVERLAY TAPER
12.3
12.2
OVERLAY MAINLINE
12.1
BRIDGE END DIGOUT
BITTEL RD.
PREVIOUSLY OVERLAYED BITTEL RD.
12.0
INLAY PAVEMENT
MATCHLINE MP 11.95
SCALE : 1" = 500'
US 60 BYPASS
DETAIL SHEETS
(3 OF 6)


COUNTY OF
DAVIESS
ITEM NO.
2-2085
MATCHLINE MP 13.80
OVERLAY MAINLINE
13.7
BRIDGE END DIGOUT
13.6
BRIDGE END DIGOUT
13.5
TAMARACK RD.
13.4
OVERLAY MAINLINE
13.3
ADT 18500
13.2
13.1
OVERLAY MAINLINE
13.0
SCALE : 1" = 500'
MATCHLINE MP 12.90
US 60 BYPASS
DETAIL SHEETS
(4 OF 6)


COUNTY OF
DAVIESS
ITEM NO.
2-2085
MATCHLINE MP 14.70
OVERLAY MAINLINE
14.6
14.5
OVERLAY TAPER
OVERLAY TAPER
US 431
14.4
BRIDGE END DIGOUT
OVERLAY TAPER
OVERLAY TAPER
14.3
OVERLAY MAINLINE
14.2
ADT 20000
14.1
14.0
13.9
MATCHLINE MP 13.80
SCALE : 1" = 500'
US 60 BYPASS
DETAIL SHEETS
(5 OF 6)


COUNTY OF
DAVIESS
ITEM NO.
2-2085
END PROJECT
M.P. 15.362
15.5
15.4
15.3
15.2
15.1
15.0
14.9
14.8
INLAY PAVEMENT
PROP. FLUME INLET TYP. 1
PROP. CONC. WEDGE CURB
INLAY PAVEMENT
BRIDGE END DIGOUT
PROP. FLUME INLET TYP. 1
PROP. CONC. WEDGE CURB
PROP. CONC. WEDGE CURB
PROP. FLUME INLET TYP. 1
OVERLAY MAINLINE
PROP. FLUME INLET TYP. 1
SOUTHERLAND
JR MILLER
ADT 30000
MATCHLINE MP 14.70
SCALE : 1" = 500'
US 60 BYPASS
DETAIL SHEETS
(6 OF 6)

DAVIESS COUNTY
OWENSBORO BYPASS (US 60)
MP 10.179 to MP 15.40
Item No. 2-2085

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

I. DESCRIPTION

Perform all work in accordance with the Department's 2012 Standard Specifications, Supplemental Specifications, applicable Special Provisions, and applicable Standard and Sepia Drawings, except as hereafter specified. Article references are to the Standard Specifications. Furnish all materials, labor, equipment, and incidentals for the following work:

(1) Maintain and Control Traffic; (2) Remove and replace Guardrail and Guardrail End treatments; (3) Type V pavement markers and Permanent Striping; (4) Shoulder Repairs; (5) Wedge Curb Replacement; (6) Incidental Asphalt Milling and Texturing; (7) Incidental Asphalt Surfacing; (8) Bridge Deck Overlays; (9) Pavement Alternates: (Alt. No.1, Asphalt Inlays and Overlays), (Alt. No.2, JPC Inlays and Overlays); (10) Longitudinal Edge Drains and (11) All other work specified as part of this contract.

II. SCOPE OF WORK

The project consists of the rehabilitation (overlay) or removal and replacement (inlay) of the existing concrete pavement from the intersection of the Owensboro Bypass and Old US 60 at MP 10.179 and traversing easterly to the end of the concrete pavement east of the Ky. 431 Interchange at MP 15.40. Incidental construction consists of three bridge deck overlays, guardrail removal and replacement, shoulder repairs, wedge curb, embankment for median dressing and other items required to complete the rehabilitation project. The project will have two paving alternates, Alternate 1 asphalt and Alternate 2 concrete.

From MP 10.179 to MP 10.28 the existing pavement, including the on ramp and off ramp at Old US 60, shall be removed and replaced with either alternate 1 or alternate 2. No work is to be done on the Audubon Parkway ramps in this area .

From MP 11.09 to the J.R. Miller Bridge (MP 15.02), the existing pavement shall be broken and seated with an asphalt overlay (Alternate 1) or concrete overlay with a one inch asphalt bond breaker (Alternate 2). The ramps at the Ky.81 and Ky.431 Interchanges shall be overlaid with matching mainline alternate pavement. The ramps at the Carter Road Interchange shall be milled 1 ½" and refilled with asphalt surface. The bridge deck at Tamarack Road shall receive a latex overlay.

From MP 15.02 to the end of the project (MP 15.40) the pavement shall be removed and replaced with alternate one or alternate two. The bridge decks at J.R. Miller Road and Sutherland Road shall receive a latex overlay.

III. MATERIALS

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

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

B. **Dense Graded Aggregate.** Crushed Stone Base shall not be furnished in lieu of DGA.

C. **Pavement Markings 6".** Use 6" Durable Waterborne Markings for Alt. No.1 and Alt. No.2.

D. **Crushed Aggregate for Backfilling Undercut.** Crushed Aggregate will be limestone.

E. C**hannel Lining Class II & III.** Channel lining will be quarry run limestone.

F. **Pavement Markers**. Use Type V Pavement Markers for Lane Delineation.

G. **Portland Cement Concrete Pavement (Alt. No.2).** Use non- reinforced JPC Pavement – 12" for full depth replacement of concrete inlays and 9"non-reinforced JPC Pavement for overlays on traffic lanes. See typical sections for shoulder treatment.

H. **Joint Sealing (Alt. No.2)**. See Standard Specification 501.03.18

I. **Flexible Delineator Posts.** See Standard Specification Section 838.

IV. CONSTRUCTION METHODS

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

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

C. **Disposal of Waste.** Dispose of all debris and other waste off the right-of-way at approved sites obtained by the Contractor at no additional cost to the Department. The contractor will be responsible for obtaining any necessary permits for this work. No separate payment will be made for the disposal of waste and debris from the project or obtaining the necessary permits, but will be incidental to the other items of the work.

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

E. **Pavement Striping and Pavement Markers.** Permanent striping will be in accordance with Section 713 or 714, except that:

(1) Striping will be 6" in width.

(2) Permanent or temporary striping will be in place before a lane is opened to traffic.

(3) Temporary striping shall be temporary paint 6” for Alt. No.1 and Alt. No.2.

(4) Permanent striping shall be Durable Waterborne Paint 6” for Alt. No.1 and Alt. No.2

(5) Striping removal shall be water blasting for Alt. No.1 and Alt. No.2.

(6) Pavement Markers shall be Type V for Alt. No.1 and Alt. No.2.

F. **On-Site Inspection.** Each Contractor submitting a bid for this work will make a thorough inspection of the site prior to submitting a bid and will thoroughly familiarize himself with existing conditions so that the work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having

been made. Any claims resulting from site conditions will not be honored by the Department.

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

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

I. **Mile Posts (Reference Markers)** Mile posts shall be established beginning with MP 10.179 at the existing east edge of pavement of Old US 60 with the following references: MP 10.982 Centerline of West Fifth Street over Bypass, MP 11.611 Ky. 81 over Bypass, MP 11.997 Centerline of Bittle Road, MP 12.600 Centerline of Carter Road, MP 13.564 Centerline of Tamarack Road, MP 15.026 Centerline of JR Miller Road, MP 15.261 Centerline of Sutherland Road.

J. **Channel Lining Class II & III.** Channel lining is to be used at pipe inlets or outlets with significant erosion as directed by the Engineer.

K. **Erosion Control Blanket.** Erosion control blanket is to be placed in all Median areas where Embankment has been placed, all shoulder repair areas, ditches after ditching is completed and any other areas as directed by the Engineer.

L. **Crushed Aggregate No.2.** Crushed Aggregate Size No.2 shall be used for repair of shoulder washouts, eroded areas around pipe outlets where channel lining is not feasible or any other areas as directed by the Engineer.

M. **Delineators for Guardrail.** Contrary to the Standard Drawings Delineators for Guardrail shall be installed on all guardrail areas using spacing as shown on the Detail provided in the proposal.

N. **Dense Graded Aggregate.** DGA base shall be used at the edge of paved shoulder to bring the shoulder up to grade. Two applications of asphalt seal coat shall be applied at a rate of 2.4 lbs. per sq. yd. and asphalt seal aggregate shall be applied at the rate of 20 lbs. per sq. yd. The Engineer will make the final determination of where the DGA is to be used for shoulder repairs. DGA will also be used for shoulder repair prior to guardrail and guardrail end treatment installation.

O. **Existing Pavement Markers.** All existing pavement markers shall be removed prior to installing the 1" bond breaker for Alt. No.1 or the Breaking and Seating for Alt. No.2. Removal of existing pavement markers shall be bid "each".

P. **Joint Sealing**. See Standard Specification 501.03.18.

Q. **Concrete Pavement Replacement.** Prior to pavement removal and placing JPC Pavement, obtain the Engineer's approval of proposed method of construction for ensuring and establishing a smooth profile. Immediately after removing existing concrete pavement pavement, stabilize the base as directed by the Engineer with DGA base and place the replacement JPC in a continuous operation in accordance with the Traffic Control Plan Phasing and as directed by the Engineer. Construct the replacement JPC Pavement with a minimum depth of 12 or 9 inches; however, transition the finished grade to match adjacent pavement that is to remain in place; therefore, the actual thickness of the pavement may be greater than 12 or 9 inches in some areas. Consolidate the concrete, strike off, machine finish with a vibrating or roller screed, and straightedge the plastic concrete with a straightedge conforming to Section 501.02.18. Test the profile of the finished pavement with a 12 foot straight edge according to Section 501.03.19. Provide positive drainage in all cross slope transition areas.

R. **Restoration.** Restore any roadway features or private property disturbed by the work or the Contractor's operations in like kind materials and design as directed by the Engineer at no additional cost to the Department or the property owner.

S. **Longitudinal Edge Drains.** 6" Perforated Pipe shall be installed per detail in the proposal. Edge drains shall be installed on the outside edge of pavement and outletted to perforated pipe headwalls. Existing perforated pipe shall be removed and replaced on the median (inside) of the roadway and outletted to median box inlets. Perforated pipe shall not be installed on the high side of superelevated sections. 6" non-perforated pipe shall be used for the outlet pipe. The contractor shall locate the existing lighting conduit or wiring prior to excavating for the outlet pipe on the outside where lighting is present. Locating the existing conduit or wire shall be considered incidental the lump sum bid item "staking". The contractor shall repair any damage to the existing lighting conduit at no expense to the Department. A quantity of perforated pipe headwalls has been included in the proposal. The contractor shall field verify the type of headwall used in order to conform to the existing slope prior to ordering materials. Field verification of outlet locations and types shall be considered incidental to the lump sum bid item for staking. One ton of crushed aggregate shall be installed at each outlet. Payment shall be made per "ton" of crushed aggregate No.2. Perforated pipe shall be installed on the Mainline, Ky.81 Interchange Ramps and the Ky. 431 Interchange Ramps. Existing perforated pipe on Carter Road and the Audubon Parkway Ramps shall not be disturbed.

T. **Install Temporary Video Camera and Detection Cable.** KYTC will provide a video camera and cable for installation by the contractor. The camera will be used for detecting traffic at the signals for Phase 2 MOT at the US 60 – Bypass Intersection.

IV. METHOD OF MEASUREMENT

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

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

C. **Dense Graded Aggregate.** DGA shall be measured per ton and used as directed by the Engineer.

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

E. **Erosion Control.** Erosion control items are not listed as bid items and will not be measured for payment, but will be considered incidental to the "lump sum" price for the bid item "KPDES Permit and Temporary Erosion Control".

F. **Erosion Control Blanket.** Erosion Control Blanket is measured by square yard and is to be used in ditching areas and slope stabilization areas as directed by the Engineer.

G. **Roadway Excavation.** Roadway Excavation shall be measured for the removal of the existing shoulder in inlay areas to the depths specified on the typical sections. Roadway Excavation shall also include the additional depth (11") under the existing concrete pavement to be removed in the inlay areas for the mainline traffic lanes, including acceleration and deceleration lanes. All other excavation shall be considered incidental to the bid price for roadway excavation.

H. **Embankment in Place.** Embankment in place shall be measured and used for dressing the median and outside slopes in the overlay areas at the edge of the shoulder. Slopes without guardrail protection shall not exceed 4:1. These slopes shall be permanently seeded and protected with Erosion Control Blanket.

I. **Remove PCC Pavement**. Remove PCC Pavement shall include the removal of all concrete pavement, including shoulders, in the inlay areas, the overlay taper areas for bridge ends and overlay tapers on mainline and the ramps.

J. **Relocate Tubular Markers.** Relocate tubular markers "each" shall be measured for replacement tubular markers for markers hit or damaged by vehicles other than contractor vehicles.

K. **Relocate Signal Head.** Relocate the signal heads at the US 60 Intersection to conform to the MOT traffic phase. KYTC will revise the timing on the signal to conform to the current MOT phase

L. **Variable Changeable Message Signs (VCMS).** VCMS shall become the property of KYTC upon completion of the project.

M. **Temporary Guardrail.** The unit bid price per "Lin Ft" shall include 10 Terminal Sections No. 1 and 10 End Treatments Type 4A.

BASIS OF PAYMENT

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

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

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

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

D. **Raised Pavement Markers and Permanent Striping.** See Section 712 and 713 of the Standard Specifications.

E. **Shouldering.** In addition to Section 209 off the 2012 Standard Drawings, Shouldering shall include the excavation required to construct the shoulder repair as shown on the Shoulder Repair Detail. All other items required to repair the shoulder shall be paid per unit bid. Shouldering shall also include scarifying and compacting the existing shoulders before constructing the bottom base course on the shoulders for Alternate No.1 and compacting the shoulder for Alternate No.2.

F. **Remove PCC Pavement.** Removal of PCC Pavement shall be paid per Sq. Yd.

G. **Embankment in Place.** Embankment in place shall be measured in “Cubic Yards”.

H. **Erosion Control Blanket.** Erosion Control Blanket shall be used on all median and outside slopes where embankment has been placed and paid for per “Square Yard”.

I. **Roadway Excavation.** Roadway Excavation shall be paid per “Cubic Yard”.

J. **Remove Existing Pavement Markers.** Remove existing pavement markers shall be bid “each”.

K. **Reconstruct Inlet.** Reconstruct Inlet shall be bid “Each” and include the removal and replacement of the top phase of the Type B inlets at the bridge ends.

L. **Concrete Wedge Curb.** Concrete wedge curb shall be bid in “Linear Feet” and shall include the removal and disposal of the existing curb.

M. **Flume Inlets.** Flume inlets type 1 and type 2 shall be bid “each” and shall include the removal and disposal of the existing flume inlet.

NOTES APPLICABLE TO PROJECT
PAVEMENT REHABILITATION
DAVIESS COUNTY
OWENSBORO BYPASS
MP 10.179 to MP 15.40
Item No. 2-2085

---

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

2. The contractor is to be advised of the locations of overhead utility wires on the project. The following locations are approximate:

   US 60 MP 10.91
   US 60 MP 10.91
   US 60 MP 12.59
   US 60 MP 12.59
   US 60 MP 12.62
   US 60 MP 12.63
   US 60 MP 12.65
   US 60 MP 12.66
   US 60 MP 12.99
   US 60 MP 13.00
   US 60 MP 13.56
   US 60 MP 13.57
   US 60 MP 14.02
   US 60 MP 14.03
   US 60 MP 15.24
   US 60 MP 15.25

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

3. Remove and replace all guardrail and guardrail End Treatments. Locations are listed by Mile Point in the Guardrail Summary or as directed by the Engineer. Quantities are approximate only. Actual locations will be determined by the Engineer at the time of construction. Grade and reshape shoulders to proper template for new End Treatment. Utilize DGA for embankment when required for new end treatments. The Contractor shall deliver existing salvaged guardrail system materials to the Central Sign Shop and Recycle center at 1224 Wilkinson Blvd in Frankfort, KY. Contact Section Supervisor at (502) 564-8187 to schedule the delivery of material. Deliver the material between the hours of 8:00AM and 3:30PM, Monday through Friday. A guardrail delivery verification sheet is included in the proposal which must be completed.

   Contrary to KYTC Standard Drawing RBR-020-05 the guardrail end treatment ET-Plus manufactured by Trinity Industries will not be permitted as an option for bid item “Guardrail End Treatment Type 1”.

4. A quantity of Channel Lining Class II, Channel Lining Class III and No.2 Stone has been included to be used in eroded areas around drainage outlets and for the washout areas at the edge of the paved shoulder. The actual limits of channel lining shall extend to the bottom of the slope or as directed and/or approved by the Engineer. Geotextile Fabric Type I will not be measured for payment and will be considered incidental to channel lining.

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

6. Any light poles, conduit or signal poles that are damaged during construction are to be replaced at the contractor's expense.

7. The cleaning of existing pipe culvert inlets and outlets 36 inches or less in diameter shall be included in the bid price for "Ditching" in accordance with Section 209.03.01 of the 2012 Edition of the Standard Specifications for Road and Bridge Construction.

8. Type V pavement markers and markings shall be installed per Standard Drawing TPM-105-02 Arrangement “C”, TBM 125-02, TPM 130-02, and TPM 135-02 and the MUTCD manual. Existing pavement markers are to be removed prior to the installation of the bond breaker for concrete or breaking and seating for asphalt.

9. The top phase of the inlets at the existing mainline bridges shall be removed and replaced to grade. Island integral curb shall be installed as shown on the bridge end detail. Temporary guardrail and end treatments shall be install on the entrance end of the bridges for two way traffic. Two of the type B inlets shall be removed and replaced in order to line up with the guardrail on JR Miller Bridge and Sutherlin Rd. bridge.

10. Wedge curb and flume inlets shall be removed and replaced in the same location as existing or as shown on the plan sheets. No curbs shall be replaced on Carter Road or the Audubon Interchange Ramps.

DAVIESS COUNTY
OWENSBORO BYPASS (US 60)
MP 10.179 to MP 15.40
ITEM NO. 2-2085

REFERENCES AND SPECIAL NOTES

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

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

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

RBI-001-09	TYPICAL GUARDRAIL INSTALLATIONS
RBI-002-06	TYPICAL GUARDRAIL INSTALLATIONS
RBI-004-04	INSTALLATION OF GUARDRAIL END TREATMENT TYPE 1
RBR-001-11	STEEL BEAM GUARDRAIL (W-BEAM)
RBR-005-10	GUARDRAIL COMPONENTS
RBR-010-05	GUARDRAIL TERMINAL SECTIONS
RBR-015-04	GUARDRAIL POSTS
RBR-016-04	GUARDRAIL POSTS
RBR-020-03	GUARDRAIL END TREATMENT TYPE 1
RBR-025-04	GUARDRAIL END TREATMENT TYPE 2A
RDD-040-04	CHANNEL LINING CLASS II AND III
RDX-210-02	TEMPORARY SILT FENCE
RDX-220-04	SILT TRAP - TYPE A
RDX-225	SILT TRAP - TYPE B
RDX-230	SILT TRAP - TYPE C
RPN-001-06	JOINTED PLAIN CONCRETE FOR SHOULDERS AND MEDIANS
RPN-015-04	JOINTED PLAIN CONCRETE PAVEMENT
RPS-010-10	CONCRETE PAVEMENT JOINT DETAILS
RPS-020-13	EXPANSION AND CONTRACTION JOINT LOAD TRANSFER ASSEM.
RPS-030-05	CONCRETE PAVEMENT JOINTS TYPES AND SPACING
RPS-031-05	CONCRETE PAVEMENT JOINTS TYPES AND SPACING
RPX-010-04	PREFORMED COMPRESSION JOINT SEAL FOR CONC. PVMT.
RPX-015-03	HOT POURED ELASTIC JOINT SEALS FOR CONC. PVMT.
RPX-020-05	SILICONE RUBBER SEALS FOR CONC. PVMT.
TPM-100-01	PAVEMENT MARKER ARRANGEMENTS MULTI-LANE ROADWAYS
TPM-105-02	PAVEMENT MARKER ARRANGEMENTS MULTI-LANE ROADWAYS
TTC-115-02	LANE CLOSURE MULTI-LANE HIGHWAY CASE I
TTC-120-02	LANE CLOSURE MULTI-LANE HIGHWAY CASE II
TTC-135-01	SHOULDER CLOSURE
TTD-110-01	POST SPLICING DETAIL

TTD-120	WORK ZONE SPEED LIMIT AND DOUBLE FINE SIGNS
TTD-125-01	PAVEMENT CONDITION WARNING SIGNS
TTS-110-01	MOBILE OPERATION FOR PAINT STRIPING CASE III
TTS-115-01	MOBILE OPERATION FOR PAINT STRIPING CASE IV

5. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2012, Appendix B - Supplemental Specifications, as applicable:

Special Note	Typical Section Dimensions
Special Note	Before You Dig
Special Note	Guardrail Delivery Verification Sheet
Special Note	Fixed Completion Date and Liquidated Damages
Special Note	Erosion Prevention and Sediment Control
Special Note	Portable Changeable Message Signs
Special Note	Asphalt Milling and Texturing
Special Note	Composite Offset Blocks
Special Note	Waterblasting Striping Removal
Special Note	Full Depth Concrete Inlays and Overlays
Special Note	JPC Ride Quality
Special Note	Asphalt Pavement Ride Quality
Special Note	Compaction of Asphalt Mixtures
Special Note	Load Transfer Assemblies in JPC Shoulders
Special Note	Hook Bolts in JPC Pavement
Special Note	Material Transfer Vehicle
Special Note	Staking
Special Note	Roadbed Stabilization at Bridge Ends
Special Note	Dowel Bar and Tie Bar Tolerances
Special Note	Acceptance of Density of Longitudinal Joints in Asphalt Surface
Special Note	Modified Open Graded Drainage Course
Special Note	Bid Adjustment

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS

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

SPECIAL NOTE FOR BEFORE YOU DIG

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

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: _____

SPECIAL NOTE FOR FIXED COMPLETION DATE AND LIQUIDATED DAMAGES

Contrary to Section 108.09, Liquidated Damages of $15,000 per calendar day will be assessed for each day work remains uncompleted beyond the Specified Project Completion Date. This project has a Fixed Project Completion Date of October15, 2015.

All other applicable portions of Section 108 apply.

SPECIAL NOTE FOR
EROSION PREVENTION AND SEDIMENT CONTROL

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

The Contractor shall perform all temporary erosion/sediment control functions including: providing a Best Management Practice (BMP) Plan, conducting required inspections, modifying the BMP plan documents as construction progresses and documenting the installation and maintenance of BMPs in conformance with the KPDES KYR10 permit effective on August 1, 2009 or a permit re-issued to replace that KYR10 permit. This work shall be conducted in conformance with the requirements of Section 213 of KYTC 2008 Department of Highways, Standard Specifications for Road and Bridge Construction.

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

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

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

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

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

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

Payment: Payment will be at the contract unit price for K.P.D.E.S Permit & Temporary Erosion Control: Lump Sum.

SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

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.
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 shall become the property of KYTC at the completion of the project.

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

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

Code	Pay Item	Pay Unit
02671	Portable Changeable Message Sign	Each

SPECIAL NOTE FOR ASPHALT MILLING AND TEXTURING

Begin paving operations immediately after the milling operation. Continue paving operations continuously until completed. Do not allow public traffic to drive on milled surfaces. If paving operations are not begun within this time period, liquidated damages will be assessed at the rate prescribed by Section 108.09 of the current Standard Specifications until such time as paving operations are begun.

Contrary to Section 408 of the current Standard Specifications, the material obtained from the milling operations shall become the property of the Contractor.

SPECIAL NOTE FOR COMPOSITE OFFSET BLOCKS

Contrary to applicable Standard Drawings, furnish 6” composite offset blocks as specified in section 814.05.02 of the Standard Specifications for Road and Bridge Construction – 2012 edition. No alternates allowed.

SPECIAL NOTE FOR WATERBLASTING STRIPING REMOVAL

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

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

2.0 MATERIALS AND EQUIPMENT.

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

2.2 Water. Conform to Section 803.

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

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

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

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

Code 22664EN Waterblasting Existing Stripe per Lin. Ft.

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

JPC RIDE QUALITY

Apply JPC Pavement Smoothness requirements, in accordance with subsection 501.03.19 of the standard specifications, on this project. Category A shall apply.

ASPHALT PAVEMENT RIDE

Apply pavement rideability requirements, in accordance with section 410 of the standard specifications, shall apply on this project. Category A shall apply.

COMPACTION OF ASPHALT MIXTURES

Will accept the compaction of asphalt mixtures furnished for driving lanes and ramps at one inch or greater on this project by option A according to subsections 402 and 403 of the current standard specifications. Use joint cores as described in subsection 402.03.02 for surface mixtures only. Will accept the compaction of all other asphalt mixtures with option B.

LOAD TRANSFER ASSEMBLIES REQUIRED IN JPC SHOULDERS

Load transfer assemblies will be required in all jointed plain concrete (JPC) shoulders. Payment for providing and installing these load transfer assemblies will be included in the unit bid price for JPC Pavement – 12 IN Shld for the full depth replacement areas or JPC Pavement 9 IN Shld. for the overlay areas.

HOOK BOLTS IN JPC PAVEMENT

The use of a hook bolt with expansion anchors for tying the longitudinal joint in JPC Pavement will not be permitted.

MATERIAL TRANSFER VEHICLE (MTV)

Material Transfer Vehicle (MTV): A material transfer vehicle will be required for all asphalt paving on the project in accordance with section 403.02.10 of the standard specification, current edition.

SPECIAL NOTE FOR STAKING

In addition to the requirements of Section 201, perform the following:

1. Contrary to Section 201.03.01, perform items 1-3 usually performed by the Engineer; and
2. Provide KYTC with existing and proposed cross sections (in state plane, single zone) at 25 foot intervals from edge of shoulder to edge of shoulder within the inlay areas from MP 10.179 to MP 10.28, the on ramps and off ramps at US 60 and MP 14.92 to 15.36. These sections shall be provided in microstation format. Cross sections shall not be required in the overlay taper areas for bridge end digouts and ramp tapers: and shall not be required in the overlay taper areas for bridge end digouts and ramp tapers; and
3. Prior to incorporating into the work, obtain the Engineers approval of all designs and revisions to be provided by the Contractor; and
4. Produce and furnish to the Engineer "As Built" plans in the areas described in Item 2; and
5. Locate the existing lighting conduit or wires prior to any excavation or trenching adjacent to the lighting system; and
6. The contractor shall be responsible for placing the outlets of the perforated pipe edge drain system in order to insure positive drainage; and
7. Perform any and all other staking operations required to control and construct the work.

This special note shall apply to Alternates No.1 and No.2

SPECIAL NOTE FOR FULL DEPTH CONCRETE INLAYS AND OVERLAYS

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

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

2.0 MATERIALS AND EQUIPMENT.

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

2.2 Dowel Bars and Sleeves. Conform to 811.

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

2.4 Joint Sealants. Conform to Subsection 807.03.01 or 807.03.05.

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

2.6 Dense Graded Aggregate (DGA). Conform to Section 805

2.7 Geotextile Fabric. Conform to Section 843.

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

3.0 CONSTRUCTION.

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

4.2 DGA or CSB. The Department will measure the quantity used to stabilize the existing base or to replace unsuitable material in tons.

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

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

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

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

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

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

Code	**Pay Item**	**Pay Unit**
2058	Remove JPC Pavement	Square Yard
00001	DGA Base	Ton
02069-02071, 02073, 02075, 02084,	JPC Pavement Non-Reinforced, thickness	See Subsection 501.05

SPECIAL NOTE FOR ROADBED STABILIZATION AT BRIDGE ENDS

This Special Note will apply where indicated on the plans or in the proposal. Section references herein are to the Department's 2012 Standard Specifications for Road and Bridge Construction.

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

2.0 MATERIALS.

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

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

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

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

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

Compact the backfill material by "walking down" with equipment, or other methods the Engineer approves.

See attached drawing for details of backfill placement and drainage.

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

4.0 MEASUREMENT.

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

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

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

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

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

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

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

Code	Pay Item	Pay Unit
02091	Removing Pavement	Square Yard
01000	Perforated Pipe - 6 inches	Linear Foot
01010	Non-Perforated Pipe, 6 inches	Linear Foot
02235	Backfilling Undercut	Cubic Yard
02598	Fabric - Geotextile Type III	Square Yard

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

SPECIAL NOTE FOR DOWEL BAR AND TIE BAR PLACEMENT IN JPC PAVEMENT

This Special Note will apply where indicated on the plans or in the proposal. Section references herein are to the Department's 2012 Standard Specifications for Road and Bridge Construction.

1.0 DESCRIPTION. This Special Note applies when new JPC pavement is placed on a project. Allowable tolerances are outlined for both dowel bar and tie bar placement in driving lanes and shoulders. Concrete patches will not be tested under this special note except for the instance where corrective work is required on the placement of new JPC pavement which may require concrete patching. Testing will include longitudinal joints between driving lanes and shoulders if the shoulders are constructed with JPC pavement. Transverse joints in the shoulders will not be tested. No concrete patching will be tested except for repairs required on new JPC pavement. *Working with concrete requires at least seven days or more of curing time. The concrete should be dry for at least 24 hrs prior to testing.*
This Special Note specifies the allowable tolerances for placement of dowel bars and tie bars in JPC pavement.

2.0 MATERIALS. Conform to Subsection 501 or 502.

3.1 CONSTRUCTION.

3.2 Dowel Bars. Transverse dowel bars, which are generally in baskets, should be located in the center of the slab vertically. They should not be skewed or rotated. Contrary to Section 501 of the Standard Specification and Standard Drawing RPS-020-13, place dowel bars to the tolerances shown in the table below.

Dimension	Tolerance
Horizontal offset	± 1 inch
Longitudinal translation	± 3 inches
Horizontal skew	½ inch, max
Vertical skew	½ inch, max

Vertical depth	The minimum distance below the concrete pavement surface must be: DB=T/3 + ½ inch Where: DB = vertical distance in inches, measured from the concrete pavement surface to any point along the top of dowel bar; and T = actual concrete pavement thickness at joint location, in

Dowel bars determined to be out of tolerance are to be marked in the field with marking paint. Corrective work will be required with the following circumstances:

- if 3 or more bars are higher than T/3 + ½ inch from the top of the slab or lower than 2T/3 (as measured from the top) for the bottom of the slab
- if 3 or more bars are rotated longitudinally 3 inches or more
- if more than two consecutive joints have any bars that are skewed vertically or horizontally

Any corrective work shall be completed in accordance with the 2012 SN 11J – Special Note for Full Depth Concrete Pavement Repair. Contrary to Special Note 11J, all joint repairs completed due to corrective work shall be sealed with silicone rubber unless approved by the Engineer.

3.3 Tie Bars. Install tire bars at a depth equal to ½ of the slab thickness. Tie bars shall be perpendicular to the longitudinal joint and parallel with the concrete pavement surface. Installation shall be to the tolerances outlined below.

- Not less than ½ inch below the saw cut depth of the joints
- 2” clearance from pavement surface and bottom of pavement

Corrective action will be required for the following circumstances:

- 2 consecutive tie bars are missing or outside of the tolerance listed above
- 4 or more bars in a slab are missing or outside of the tolerances listed (does not have to be consecutive)

The correction shall be made by cross stitching to place the new tie bars accordingly.

4.1 MEASUREMENT

4.2 Testing Limits. All driving lanes and shoulders requiring load transfer assemblies will be tested with Ground Penetrating Radar (GPR) equipment. All longitudinal joints will be tested. The Kentucky Transportation Center (KTC) will perform all testing.

4.3 Validation. A minimum of one location per lane mile will be cored to verify GPR testing. Two 4 inch cores shall be obtained at each location. One core will be taken on each dowel bar end to expose both ends and allow physical measurements. KTC will conduct coring while the contractor shall patch all core holes.

SPECIAL NOTE FOR ACCEPTANCE OF DENSITY OF LONGITUDINAL JOINTS IN ASPHALT SURFACE PAVEMENTS

This Special Note will apply when indicated on the plans or in the proposal. All applicable portions of the Department's 2012 Standard Specifications for Road and Bridge Construction apply unless specifically modified herein. Section references herein are to the Department's 2012 Standard Specifications for Road and Bridge Construction.

1. DESCRIPTION. This note specifies an increased level of compaction for density acceptance testing required for the longitudinal joint of asphalt surface mixtures compacted under Option A requirements. Due to the inherent difficulty of compacting longitudinal joints, conventional methods of compaction may not be adequate to achieve the desired level of density.

2. MATERIALS AND EQUIPMENT. Reserved.

3. CONSTRUCTION. Reserved.

4. MEASUREMENT. Reserved.

5. PAYMENT.

5.1 Lot Pay Adjustment. Contrary to Subsection 402.05.02, the Department will use the following Lot Pay Adjustment Schedule to assign pay values for Joint Density within each sublot.

JOINT DENSITY	
Pay Value	Test Result (%)
1.05	92.0-96.0
1.00	90.0-91.9 or 96.1-96.5
0.95	89.0-89.9
0.90	88.0-88.9 or 96.6-97.0
0.75	< 88.0 or > 97.0

SPECIAL NOTE FOR
MODIFIED OPEN-GRADED DRAINAGE COURSE

This Special Note will apply where indicated on the plans or in the proposal. Section references herein are to the Department's 2012 Standard Specifications for Road and Bridge Construction.

1.0 DESCRIPTION. Construct an open-graded mat that performs as a long-term, semi-drainable layer. Conform to Section 404 except as modified herein.

2.0 MATERIALS.

2.1 Coarse Aggregate. Contrary to Subsection 404.02, provide aggregate conforming to Section 805.

2.2 Fine Aggregate. Contrary to Subsection 404.02, provide aggregate conforming to Section 804.

3.0 CONSTRUCTION. Construct one course approximately one-inch thick on a foundation provided either by new or existing pavement. Contrary to Subsection 404.03, when the Engineer approves, dilute emulsions furnished for tack according to Subsection 406.03.

4.0 MEASUREMENT. The Department will measure Modified Open-Graded Drainage Course according to Subsection 404.04.

5.0 PAYMENT. The Department will make payment for the completed and accepted quantities according to Subsection 404.05.

US 60, Daviess County

Item Number: 2-2085.0

SPECIAL NOTE
ALTERNATE PAVEMENT BID ADJUSTMENT

This project includes alternate bidding for asphalt or concrete pavement. There are specific items listed for each pavement type to be bid with the alternate selected by the Contractor. There is also a line item in the alternate categories for each alternate to adjust for the projected out-year life-cycle costs to the Cabinet. These line item adjustments are as follows:

Asphalt Pavement Adjustment = $1,356,109

Concrete Pavement Adjustment = $785,704

The amount reflective of the pavement type selected by each contractor will be added to their respective bid for comparison of the low bid. The adjustment ***shall be used only for determination of the lowest bidder*** *and* ***shall not be used to determine the final payment*** to the contractor when the project is completed.

Please note that these adjustments should not be used for the calculation of the maximum Mobilization amount and are not required to be included in the minimum Demobilization amount.

Proposal Guaranty

As a supplement to Section 102 of the Standard Specifications, it will not be necessary for the Proposal Guaranty to include an amount necessary to cover the amount of the bid adjustment.

TRAFFIC CONTROL PLAN
DAVIESS COUNTY
OWENSBORO BYPASS
Item No. 2-2085

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

TRAFFIC CONTROL GENERAL

Except as provided herein, “Maintain and Control Traffic” shall be in accordance with the 2012 Standard Specifications and the Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic". All lane closures used on the Project will be in compliance with the appropriate Standard Drawings. Do NOT use cones for lane closures or shoulder closures.

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

Reduce the speed limit in work areas to 45 miles per hour and establish double fines for work zone speeding violations. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the Engineer. Notify the Engineer a minimum of 12 hours prior to using the double fine signs. At the beginning of the work zone, the “WARNING FINE DOUBLED IN WORK ZONE” signs will be dual mounted. At the end of the work zone, the “END DOUBLE FINE” signs will be dual mounted as well. Remove or cover the signs when the highway work zone does not have workers present for more than a two-hour period of time. Payment for the signs will be at the unit bid price for signs erected. Any relocation or covering of the signs will be incidental to “Maintain and Control Traffic,” lump sum.

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

TRAFFIC PHASING

The clear lane width will be 12 feet. Wide loads on the bypass during construction shall be prohibited. See special note. Use a lane closure at all times when work is performed in the adjacent lane or adjacent shoulder.

PHASE I

Install construction signage on all State or Federal roadways intersecting the Bypass within the project limits. Install Portable Changeable Message Signs (PCMS) as shown on the detail in the proposal. See special note for PCMS.
Install temporary signal heads at the Old US 60 – Bypass intersection at the beginning of the project for two way traffic on the westbound lanes of the Bypass.
Construct the Phase 1 median crossovers at the Audubon Parkway Ramps, Carter Road Ramps and east of the project termini at MP 15.60. Details for the crossovers are provided elsewhere in the proposal.
Construct temporary striping and tubular markers at 55 foot intervals on the westbound lanes of the Bypass.
Install the MOT signage, 45mph, stop, yield, etc.
After signals are operational at the beginning intersection, close the eastbound entrance ramp at Old US 60 and direct two way traffic on the westbound lanes of the bypass. The Ky.81 and Ky.431 Interchange entrance and exit ramps to the eastbound bypass shall be closed.
The contractor shall provide flag-persons at all median crossovers for the Audubon and Carter Road interchange ramps, controlling construction vehicles during working hours. Place Type III Barricades on the eastbound lanes at the crossovers during non-working hours.
Construct the overlays / inlays on the eastbound traffic lanes and shoulders on the bypass, and the Ky.81 and Ky.431 Interchange Ramps along with all other incidental construction.
The entrance and exit ramps at Carter Road shall be closed from Friday 8:00 pm until Sunday 5:00 am while the milling and resurfacing is being constructed. Liquidated damages shall be applied at the rate of $10,000 per hour for every hour exceeding the limitations above. Ramps may be closed at the same time or consecutive weekends.
Construct the Eastbound bridge deck overlays at Tamarack, J.R. Miller and Sutherland Road bridges.
Install temporary striping and tubular markers on the eastbound lanes for two-way traffic.

PHASE II

Install temporary signal heads at the Old US60 Intersection for two-way traffic on the eastbound lanes.
Construct the Phase II median crossovers at the Audubon Parkway Ramps, Carter Road Ramps and east of the project termini at MP 15.60. Details for the crossovers are provided elsewhere in the proposal.
After signals are operational at the beginning intersection, close the westbound exit ramp at Old US 60 and direct two way traffic on the eastbound lanes of the bypass constructed in Phase I. The Ky.81 and Ky.431 Interchange entrance and exit ramps to the westbound bypass shall be closed.
The contractor shall provide flag-persons at all median crossovers for the Audubon and Carter Road interchange ramps, controlling construction vehicles during working hours.

Place Type III Barricades on the eastbound lanes at the crossovers during non-working hours.
Construct the overlays / inlays on the westbound traffic lanes and shoulders on the bypass, and the Ky.81 and Ky.431 Interchange Ramps along with all other incidental construction.
The entrance and exit ramps at Carter Road shall be closed from Friday 8:00 pm until Sunday 5:00 am while the milling and resurfacing is being constructed. Liquidated damages shall be applied at the rate of $10,000 per hour for every hour exceeding the limitations above. Ramps may be closed at the same time or consecutive weekends.
Construct the westbound bridge deck overlays at Tamarack, J.R. Miller and Sutherland Road bridges.
Remove the temporary striping on the eastbound lanes that do not comply with the final traffic pattern. Using Std. Drawing TTS 115-01 or TTS 120-01 construct the final pavement striping and pavement markers.

LANE CLOSURES

Contrary to section 112, lane closures lasting more than 3 days will **NOT** be measured for payment, but are considered incidental to "Maintain and Control Traffic," lump sum. Signs and arrow panels shall be paid per sq. ft. and each, except for lane closures installed for the contractors convienence.

SIGNS

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

Quantities for signage of lane closures will be paid per square foot. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

Quantities for Road Work ½ Mile (48" x 48"), Road Work 1500 Feet (48" x 48"), Road Work 1000 Feet (48" x 48"), Speed Limit 45 MPH (48" x 60"), Warning Fine Doubled in Work Zone (60"x 48"), End Road Work (48" x 48") and End Double Fine (48"x 60") signs have been included in the proposal. These signs shall be constructed on each end of the proposed project as directed by the Engineer. Additional quantities have been added for any additional signs required by the Engineer.
A quantity of signs has been included for lane shifts, "Roadwork Ahead" signs on entrance ramps, and extra double fine signs and speed limit signs. Signs are to be paid only once no matter how many times they are moved or relocated.

FLASHING ARROWS

Flashing arrows will be paid for once, no matter how many times they are moved or relocated. The Department **WILL NOT** take possession of the flashing arrows upon completion of the work.

PORTABLE CHANGEABLE MESSAGE SIGNS

Provide portable changeable message signs (PCMS) in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions, or if more than one lane closure is in place in the same direction of travel, provide additional PCMS. Place PCMS one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional PCMS so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The locations designated may vary as the work progresses. The messages required to be provided will be designated by the Engineer. The PCMS will be in operation at all times. In the event of damage or mechanical/electrical failure, the contractor will repair or replace the PCMS immediately. PCMS will be paid for once, no matter how many times they are moved or relocated. The Department **WILL NOT** take possession of the signs upon completion of the work.

PAVEMENT MARKINGS

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

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

1. Temporary and permanent striping will be 4" in width
2. If the contractor's operations or phasing requires temporary markings which must be subsequently removed from the ultimate pavement, an approved removable lane tape will be used;
3. Existing, temporary, or permanent striping will be in place before a lane is opened to traffic.

Should the Contractor change the existing striping pattern, the Contractor is to restripe the roadway back to its original configuration after a certain period of time especially if no work is anticipated for a period of time.

PAVEMENT EDGE DROP-OFFS

Pavement edge drop-offs will be protected by a lane or shoulder closure. Lane closures will be protected with plastic drums, vertical panels, or barricades as shown on the Standard Drawings.

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

Less than 2" – Protect with a lane closure.

2" to 4" – Protect with a lane closure. Place plastic drums, vertical panels, or barricades every 50 feet. Cones may not be used in place of plastic drums, panels, and barricades at any time.

Greater than 4" – Per Roadside Design Guide, barrels are to be placed @ 45' intervals 3' from the drop-off area. Install vertical panels at 75' intervals within the drop-off area.

In areas where pavement is to be removed adjacent to a traffic lane, work should proceed continuously so that traffic is exposed to a drop-off for the minimum amount of time necessary to bring the pavement back up to existing grade. Barrel spacing should be 50 feet and appropriate lighting should be utilized to illuminate the area during nighttime operations.

Guardrail Installation – All areas from which guardrail is removed shall be protected by a shoulder closure or other method approved by the Engineer until the new guardrail is installed. A maximum of seven calendar days will be allowed between the removal of a guardrail section or end treatment and the installation of new guardrail and end treatments at that same location.

TRAFFIC COORDINATOR

Designate an employee to be traffic coordinator. The designated Traffic Coordinator must be certified by the American Traffic Safety Services Association (ATSSA). The Traffic Coordinator will inspect the project maintenance of traffic once every two hours during the Contractor's operations and at any time a lane closure is in place. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

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

COORDINATION OF WORK

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

CONTRACTOR'S AND CONTRACTOR'S EMPLOYEES' VEHICLES

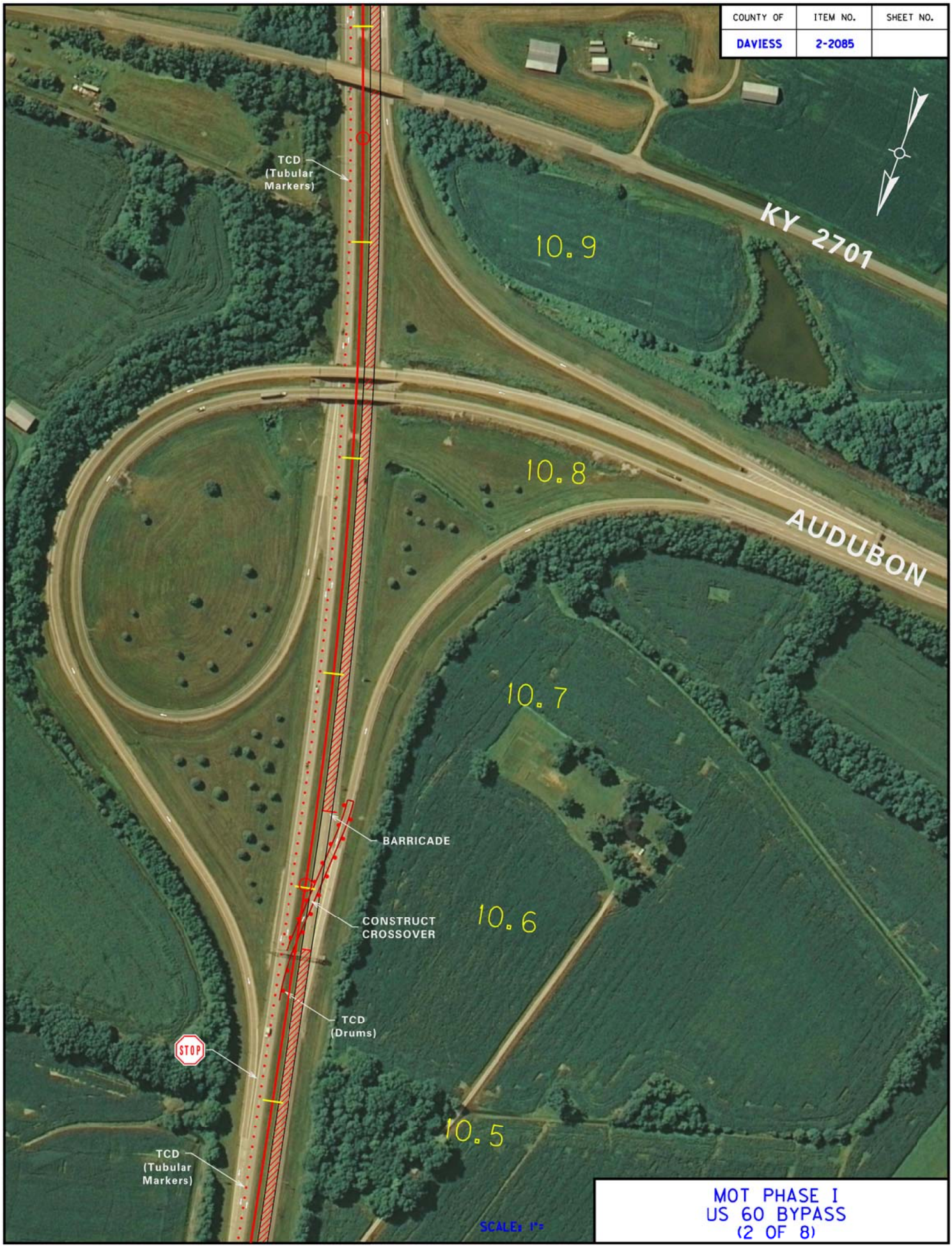
Do not allow contractors equipment or employees to park in the median crossover areas hindering sight distance for crossing vehicles.

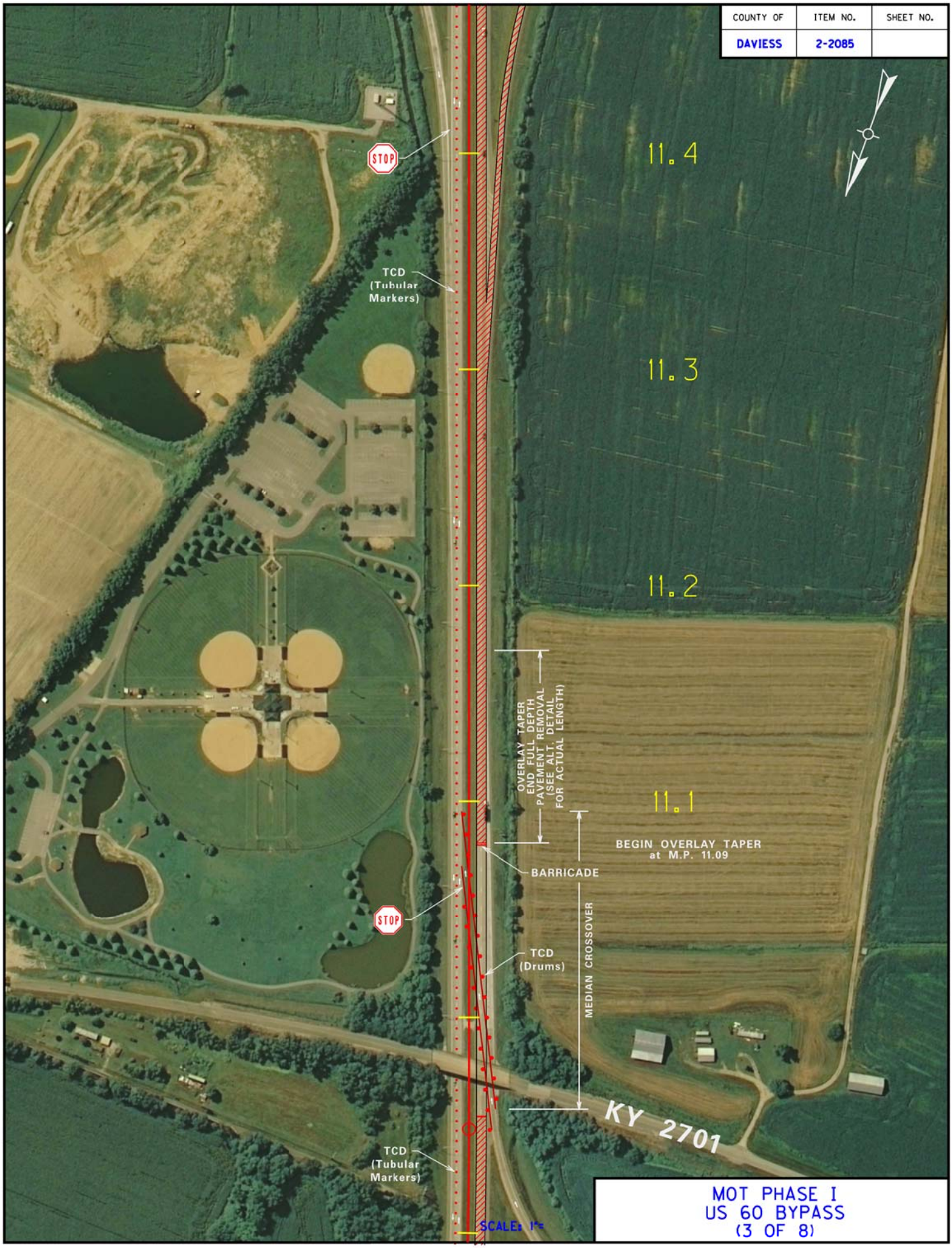
LAW ENFORCEMENT OFFICERS (LEO)

Law enforcement officer shall be present at all times when traffic phasing is changed from one phase to another. They shall also be present at the start of each major pavement construction. The engineer may designate other times LEO's shall be present during construction. LEO's shall be present for all nighttime work.

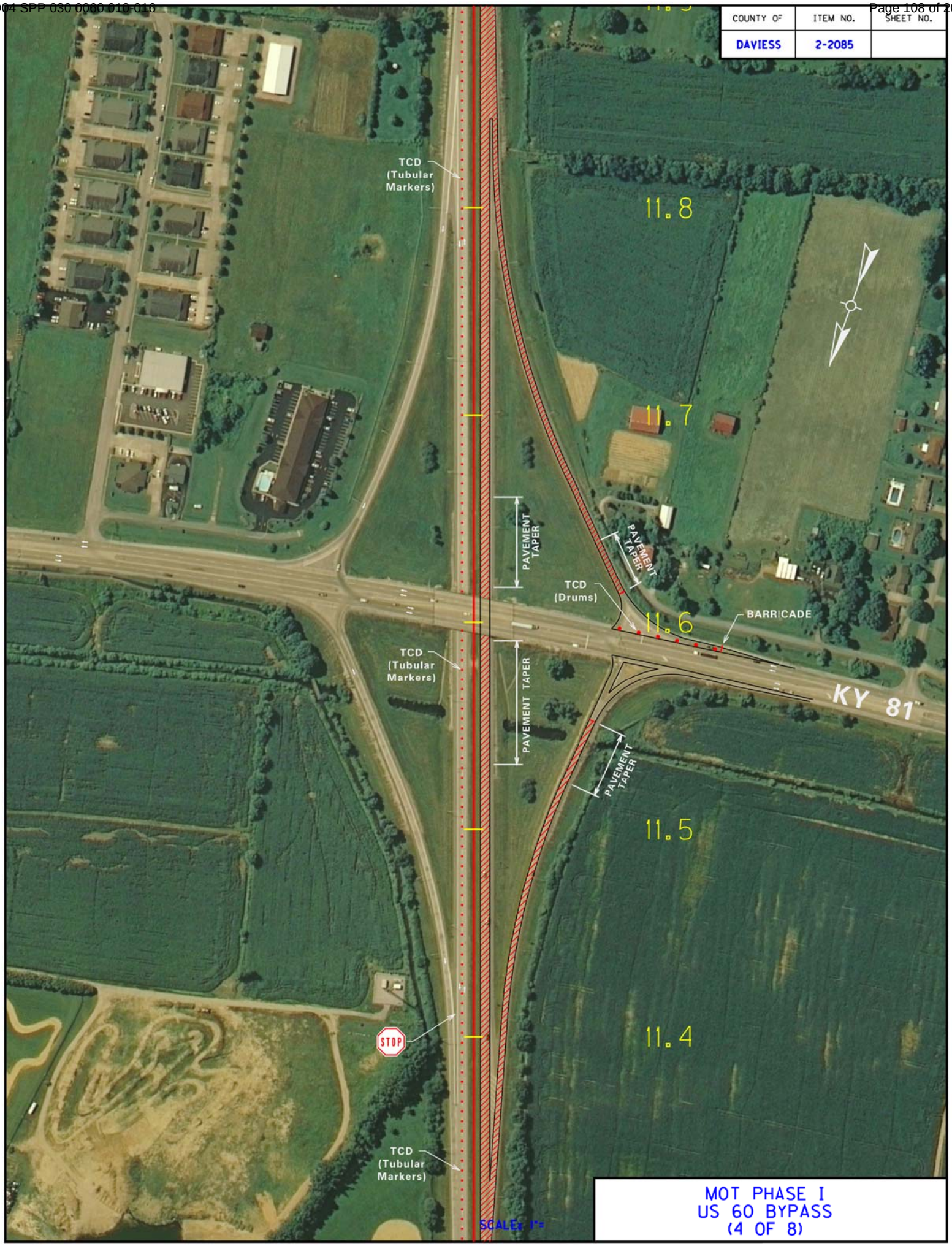
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

MOT PHASE I
US 60 BYPASS
(1 OF 8)

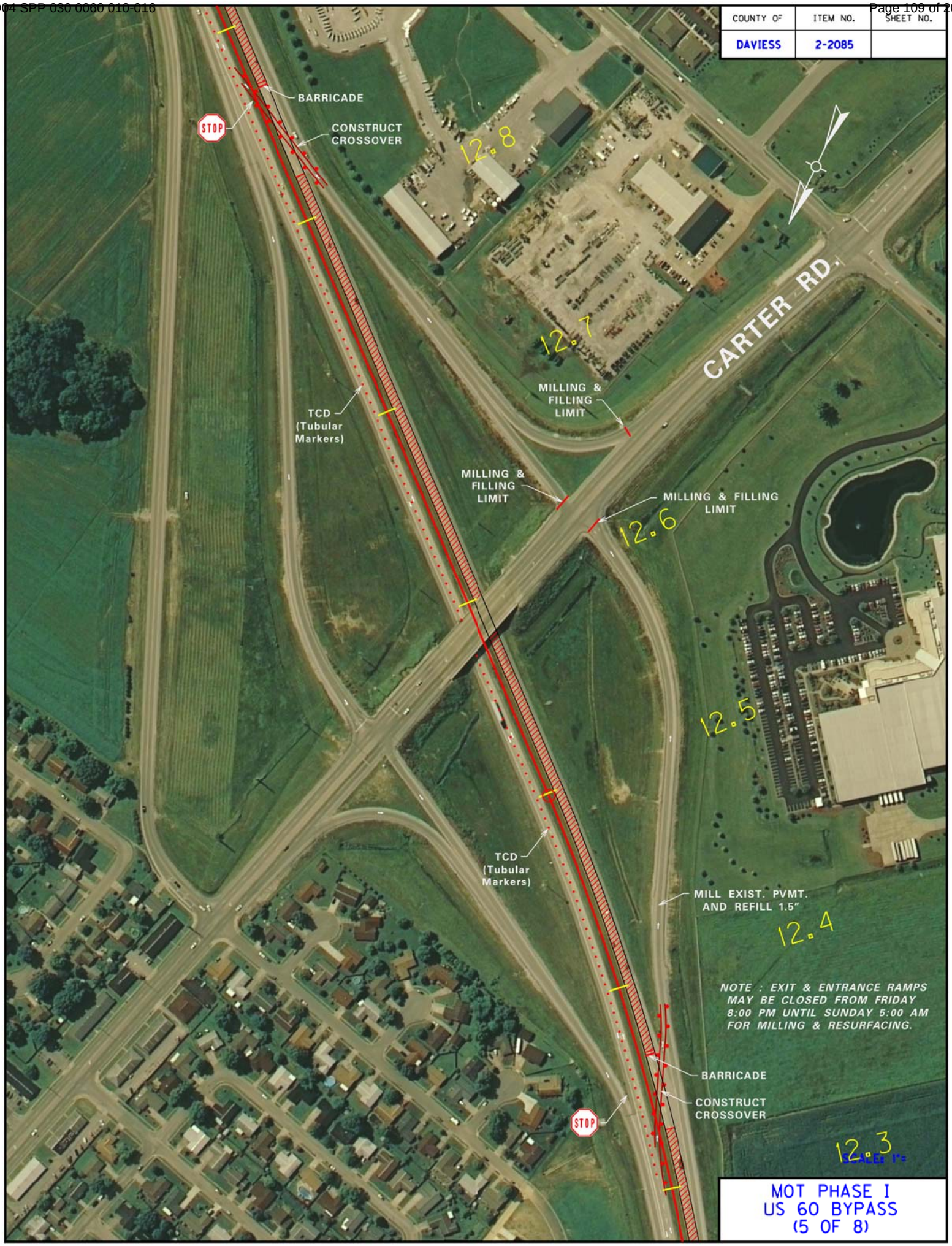

COUNTY OF
ITEM NO.
SHEET NO.
DAVIESS
2-2085
TCD
(Tubular
Markers)
KY 2701
10.9
10.8
AUDUBON
10.7
BARRICADE
CONSTRUCT
CROSSOVER
10.6
TCD
(Drums)
STOP
10.5
TCD
(Tubular
Markers)
SCALE: 1"=
MOT PHASE I
US 60 BYPASS
(2 OF 8)


COUNTY OF
DAVIESS
ITEM NO.
2-2085
SHEET NO.
11.4
11.3
11.2
11.1
STOP
STOP
TCD
(Tubular
Markers)
TCD
(Drums)
TCD
(Tubular
Markers)
OVERLAY TAPER
END FULL DEPTH
PAVEMENT REMOVAL
(SEE ALT. DETAIL
FOR ACTUAL LENGTH)
BEGIN OVERLAY TAPER
at M.P. 11.09
BARRICADE
MEDIAN CROSSOVER
KY 2701
SCALE: 1"=
MOT PHASE I
US 60 BYPASS
(3 OF 8)

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	



MOT PHASE I
US 60 BYPASS
(4 OF 8)


COUNTY OF
ITEM NO.
SHEET NO.
DAVIESS
2-2085
BARRICADE
STOP
CONSTRUCT CROSSOVER
12.8
CARTER RD.
12.7
MILLING & FILLING LIMIT
TCD (Tubular Markers)
MILLING & FILLING LIMIT
MILLING & FILLING LIMIT
12.6
12.5
TCD (Tubular Markers)
MILL EXIST. PVMT. AND REFILL 1.5"
12.4
NOTE : EXIT & ENTRANCE RAMPS MAY BE CLOSED FROM FRIDAY 8:00 PM UNTIL SUNDAY 5:00 AM FOR MILLING & RESURFACING.
BARRICADE
CONSTRUCT CROSSOVER
STOP
12.3
SCALE 1"=
MOT PHASE I
US 60 BYPASS
(5 OF 8)

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

MOT PHASE I
US 60 BYPASS
(6 OF 8)

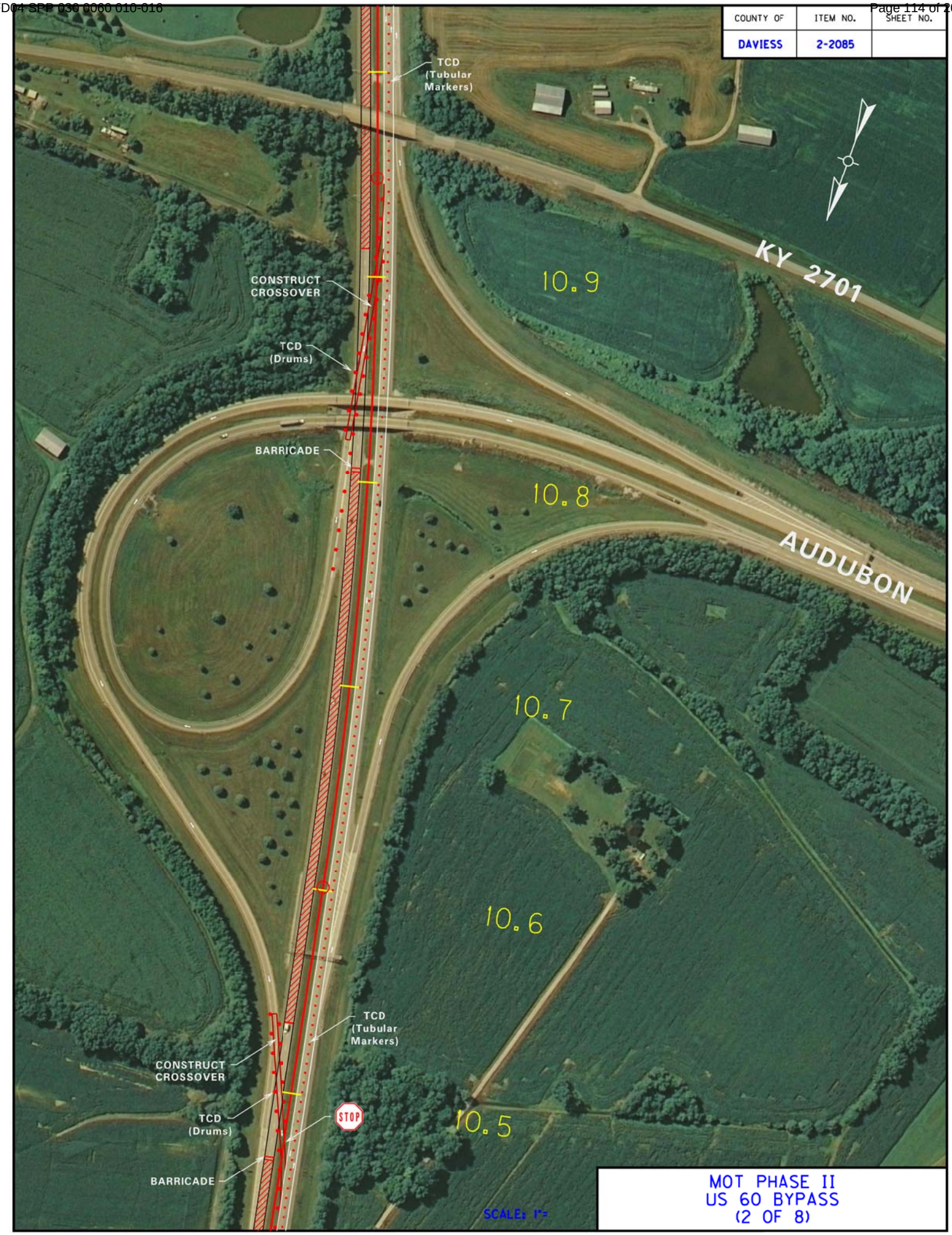
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

MOT PHASE I
US 60 BYPASS
(7 OF 8)

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

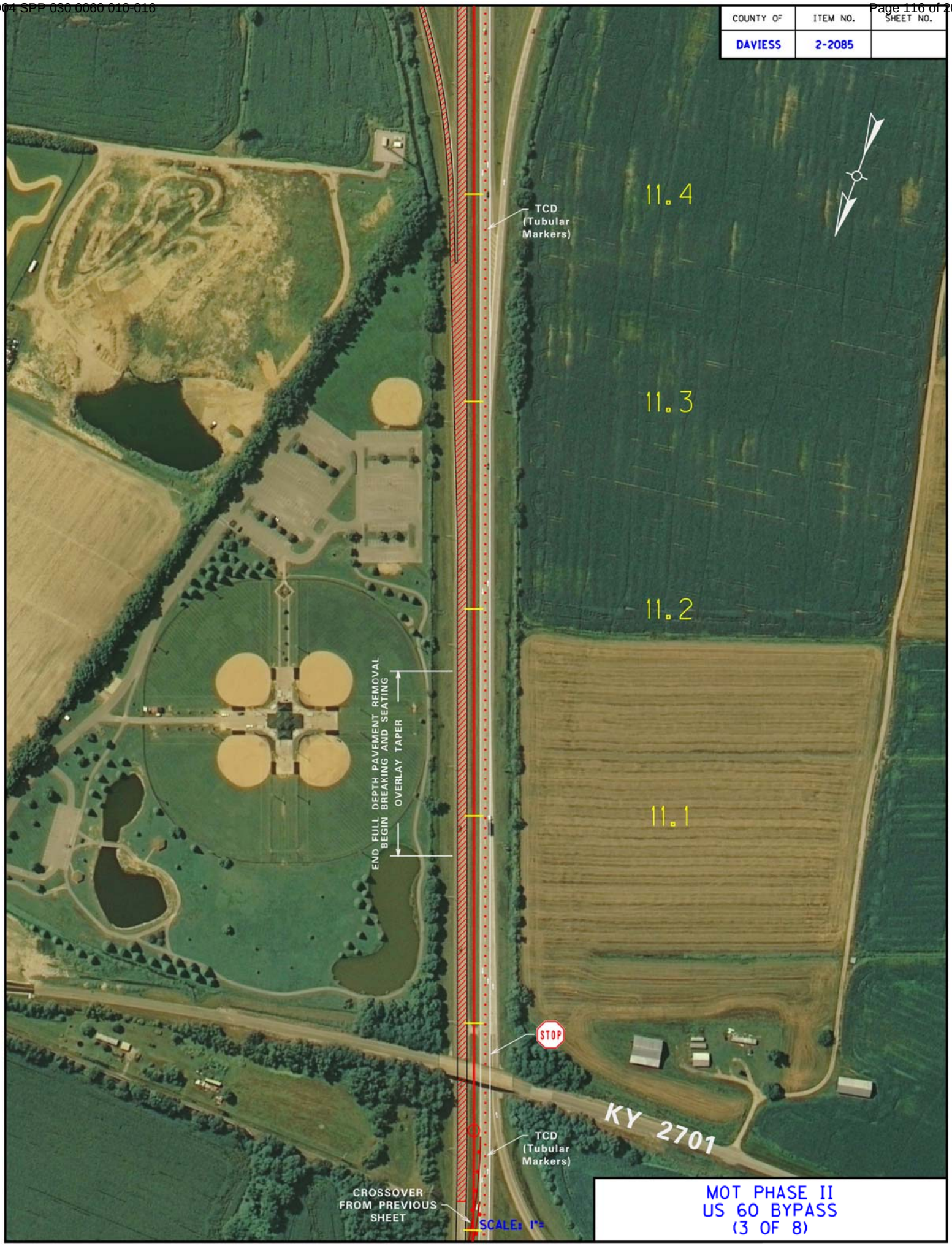
MOT PHASE I
US 60 BYPASS
(8 OF 8)

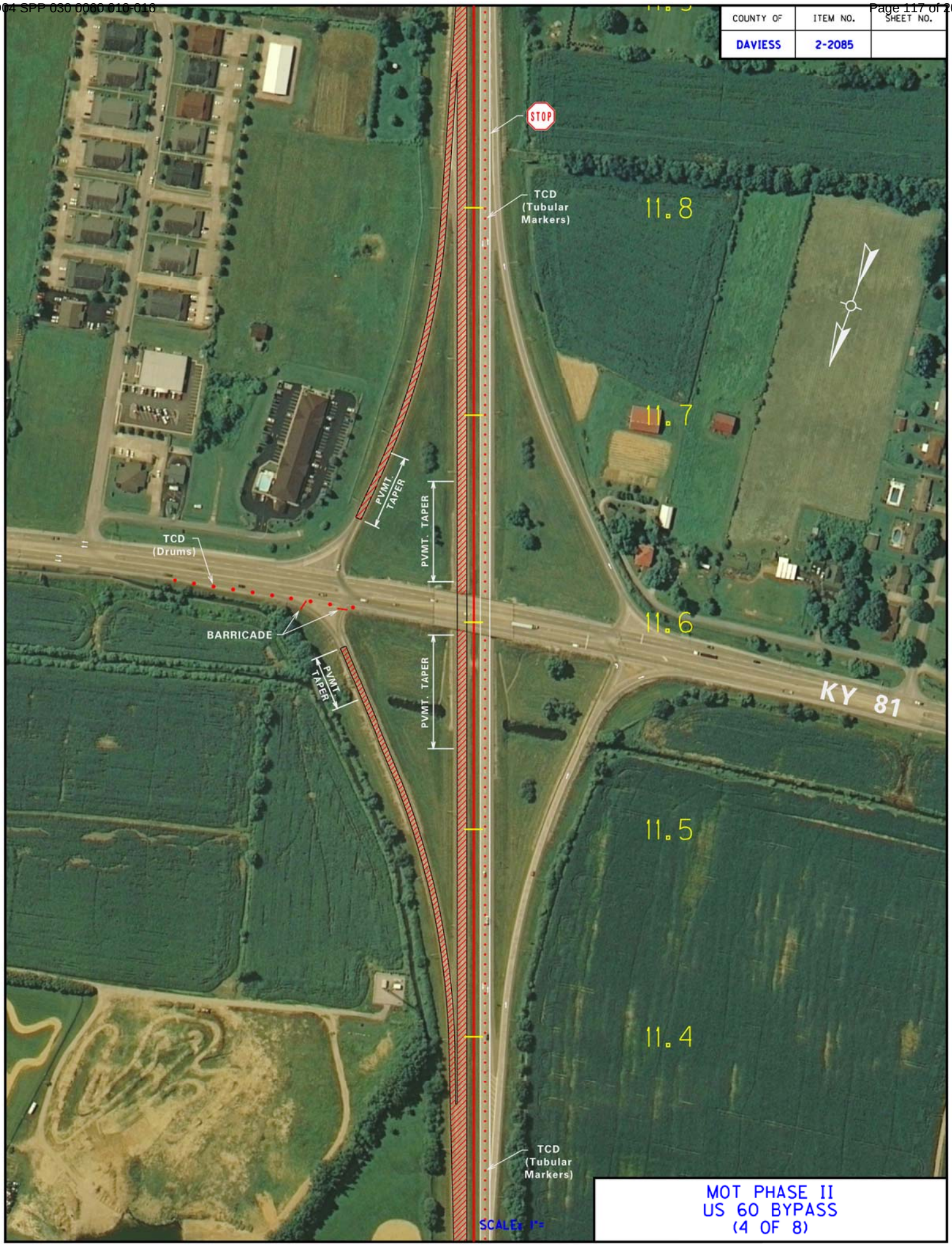

COUNTY OF
ITEM NO.
SHEET NO.
DAVIESS
2-2085
15.8
15.7
15.5
15.4
15.3
VMS
ROAD
CONSTRUCTION
AHEAD
1 MILE
TCD
(DRUMS)
TCD
(TUBULAR
MARKERS)
CONSTRUCT
CROSSOVER
END PROJECT
M.P. 15.362
TCD
(Tubular
Markers)
FULL DEPTH REMOVAL
& REPLACE TO END OF
PROJECT
SCALE: 1"=
MOT PHASE I
US 60 BYPASS
(8 OF 8)

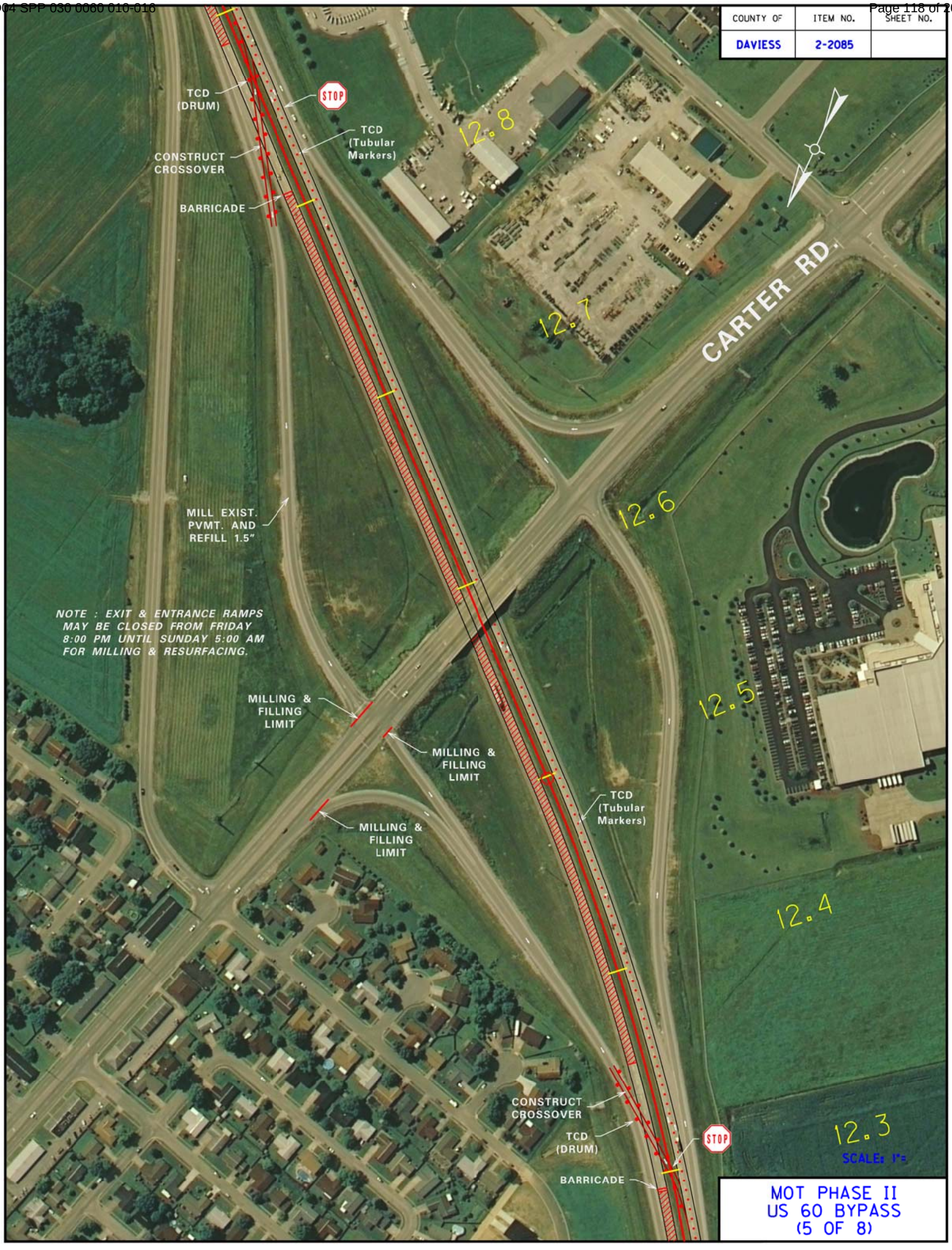

COUNTY OF
ITEM NO.
SHEET NO.
DAVIESS
2-2085
TCD (Tubular Markers)
CONSTRUCT CROSSOVER
TCD (Drums)
BARRICADE
KY 2701
AUDUBON
10.9
10.8
10.7
10.6
10.5
TCD (Tubular Markers)
CONSTRUCT CROSSOVER
TCD (Drums)
BARRICADE
STOP
SCALE: 1"=
MOT PHASE II
US 60 BYPASS
(2 OF 8)

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

MOT PHASE II
US 60 BYPASS
(1 OF 8)


COUNTY OF
ITEM NO.
SHEET NO.
DAVIESS
2-2085
11.4
11.3
11.2
11.1
TCD
(Tubular
Markers)
END FULL DEPTH PAVEMENT REMOVAL
BEGIN BREAKING AND SEATING
OVERLAY TAPER
STOP
KY 2701
TCD
(Tubular
Markers)
CROSSOVER
FROM PREVIOUS
SHEET
SCALE: 1"=
MOT PHASE II
US 60 BYPASS
(3 OF 8)


COUNTY OF
ITEM NO.
SHEET NO.
DAVIESS
2-2085
STOP
TCD
(Tubular
Markers)
11.8
11.7
11.6
11.5
11.4
PVMT. TAPER
PVMT. TAPER
PVMT. TAPER
TCD
(Drums)
BARRICADE
KY 81
TCD
(Tubular
Markers)
SCALE: 1"=
MOT PHASE II
US 60 BYPASS
(4 OF 8)


COUNTY OF
ITEM NO.
SHEET NO.
DAVIESS
2-2085
TCD (DRUM)
STOP
TCD (Tubular Markers)
CONSTRUCT CROSSOVER
BARRICADE
12.8
12.7
CARTER RD.
12.6
MILL EXIST. PVMT. AND REFILL 1.5"
NOTE : EXIT & ENTRANCE RAMPS MAY BE CLOSED FROM FRIDAY 8:00 PM UNTIL SUNDAY 5:00 AM FOR MILLING & RESURFACING.
MILLING & FILLING LIMIT
MILLING & FILLING LIMIT
MILLING & FILLING LIMIT
TCD (Tubular Markers)
12.5
12.4
CONSTRUCT CROSSOVER
TCD (DRUM)
STOP
BARRICADE
12.3
SCALE: 1"=
MOT PHASE II
US 60 BYPASS
(5 OF 8)


COUNTY OF
ITEM NO.
SHEET NO.
DAVIESS
2-2085
TCD
(Tubular
Markers)
13.7
13.6
PVMT. TAPER
PVMT. TAPER
13.5
13.4
TCD
(Tubular
Markers)
13.3
SCALE: 1"=
MOT PHASE II
US 60 BYPASS
(6 OF 8)


COUNTY OF
DAVIESS
ITEM NO.
2-2085
SHEET NO.
14.6
14.5
14.4
14.3
14.2
US 431
TCD
(Tubular
Markers)
PVMT. TAPER
PVMT. TAPER
PVMT. TAPER
PVMT. TAPER
TCD
(DRUMS)
BARRICADE
TCD
(Tubular
Markers)
MOT PHASE II
US 60 BYPASS
(7 OF 8)
SCALE: 1"=

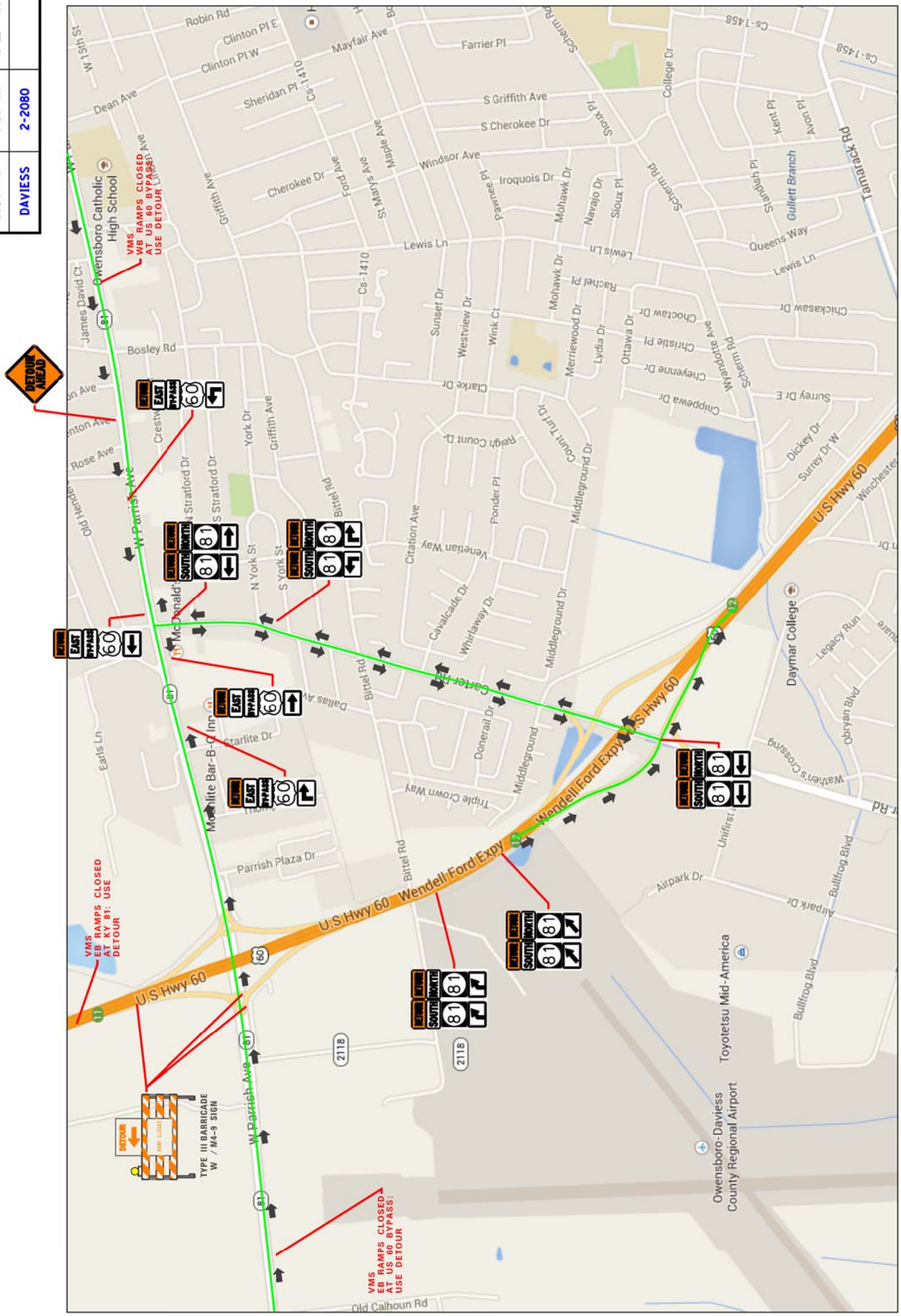

END PROJECT
M.P. 15.362
COUNTY OF
ITEM NO.
SHEET NO.
DAVIESS
2-2085
TCD
(Tubular
Markers)
15.3
SUTHERLAND
15.2
15.1
FULL DEPTH REMOVAL & REPLACEMENT TO END PROJECT
JR MILLER
15.0
PVMT.
TAPER
TCD
(Tubular
Markers)
14.9
SCALE: 1"=
MOT PHASE II
US 60 BYPASS
(8 OF 8)

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

MOT PHASE II
US 60 BYPASS
(8 OF 8)

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2080	

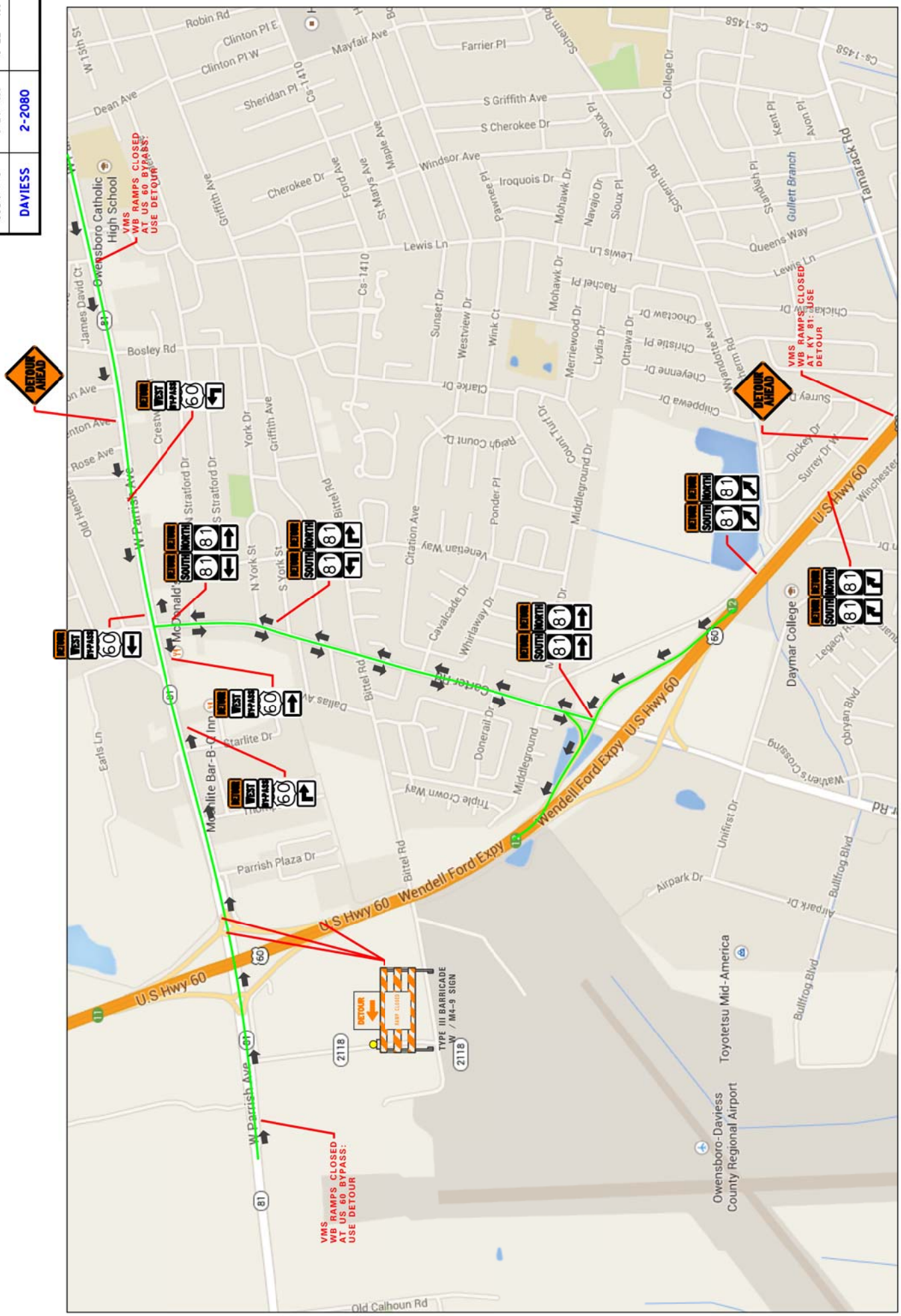
MOT PHASE I
KY 81 DETOUR



NOT TO SCALE

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2080	

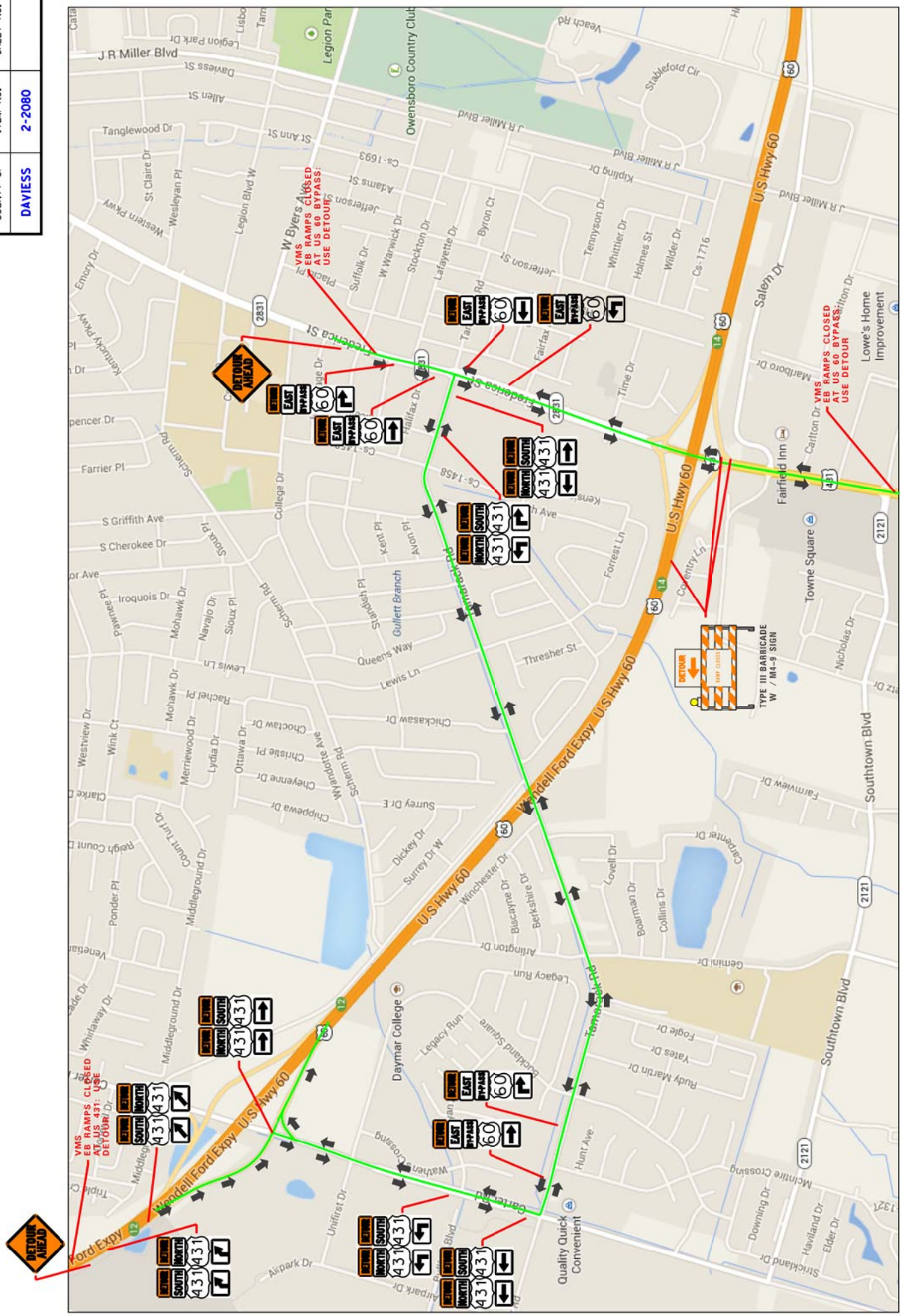
MOT PHASE II
KY 81 DETOUR



NOT TO SCALE

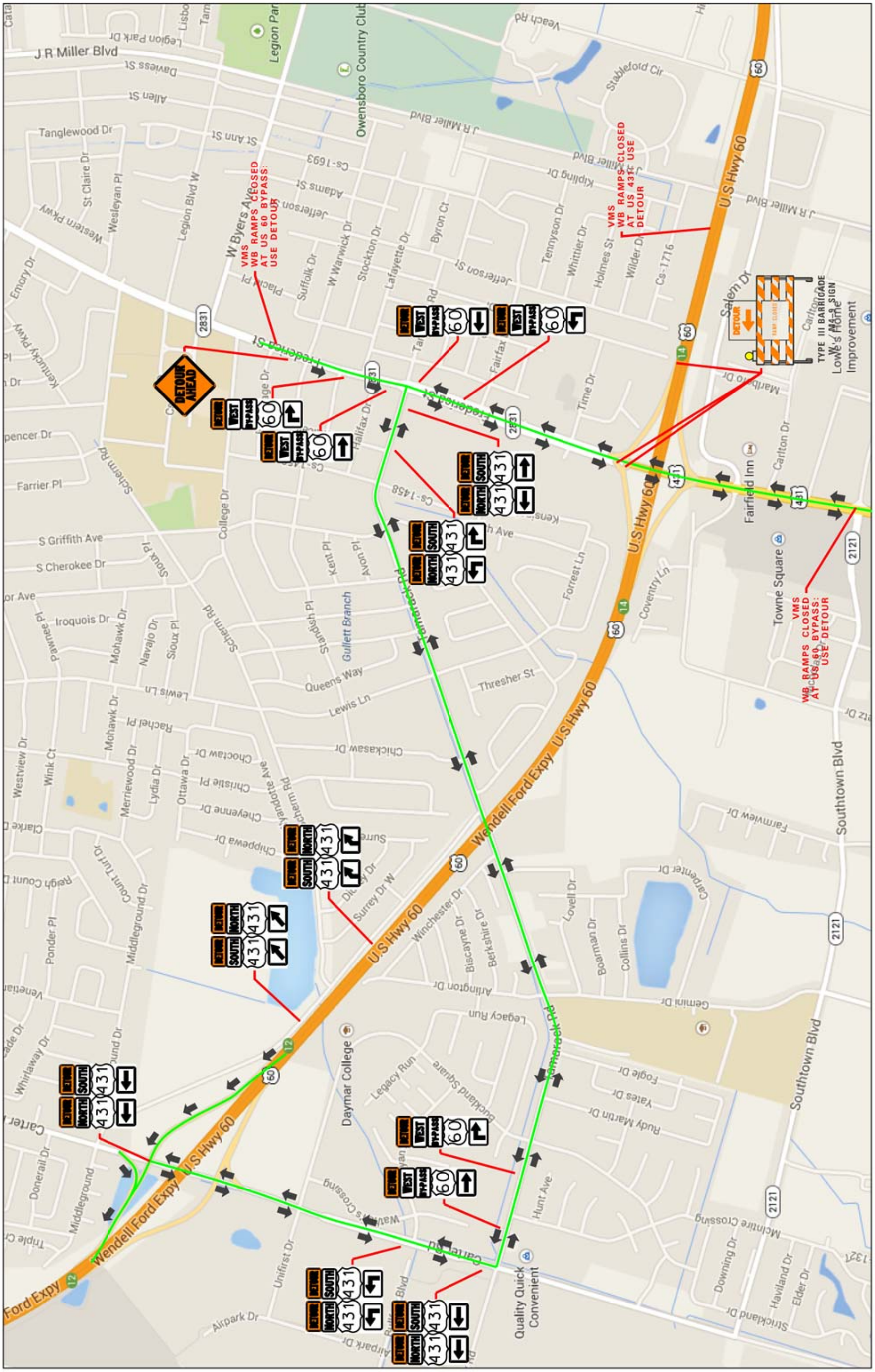
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2080	

MOT PHASE I
US 431 DETOUR



COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2080	

MOT PHASE II
US 431 DETOUR

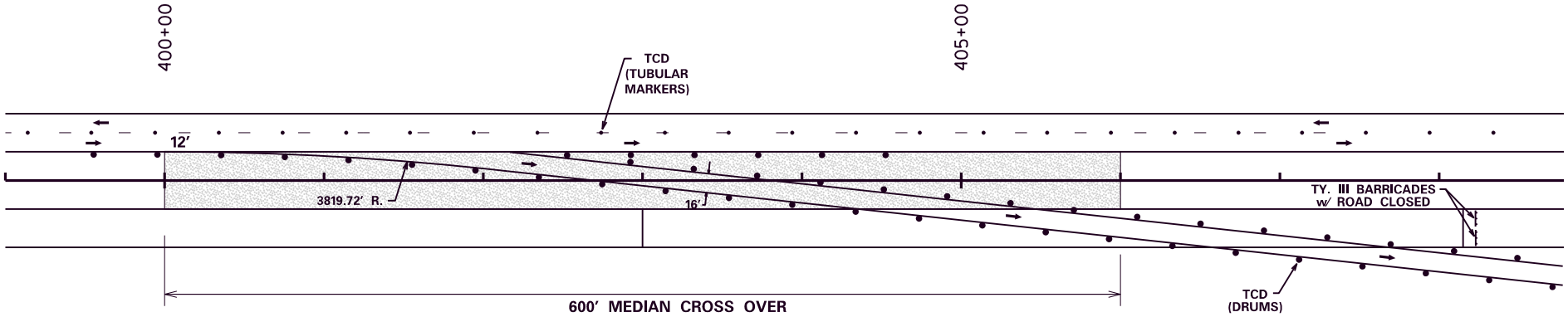


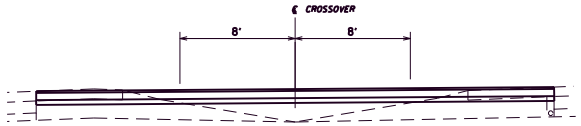
NOT TO SCALE

Sign	Phase I US 431	Phase II US 431	Phase I KY 81	Phase II KY 81	Sign Dimensions (inches)	Area Per Sign (SF)	TOTAL AREA
M3-1,2,3,4 (North, South, East, West)	20	20	14	14	24 x 12	2	136
M1-4 (US 431)	14	14	0	0	30 x 24	5	140
M1-4 (US 60)	6	6	4	4	24 x 24	4	80
M4-2 (BY-PASS)	6	6	4	4	24 x 12	2	40
M1-5 (KY 81)	0	0	10	10	24 x 24	4	80
M5/M6 (Directional)	20	20	14	14	21 x 15	2.1875	148.75
M4-8 (DETOUR)	20	20	14	14	24 x 12	2	136
W20-2 (DETOUR AHEAD)	2	1	1	2	48 x 48	16	96
							856.75 **Total**

MEDIAN CROSS OVER DETAILS

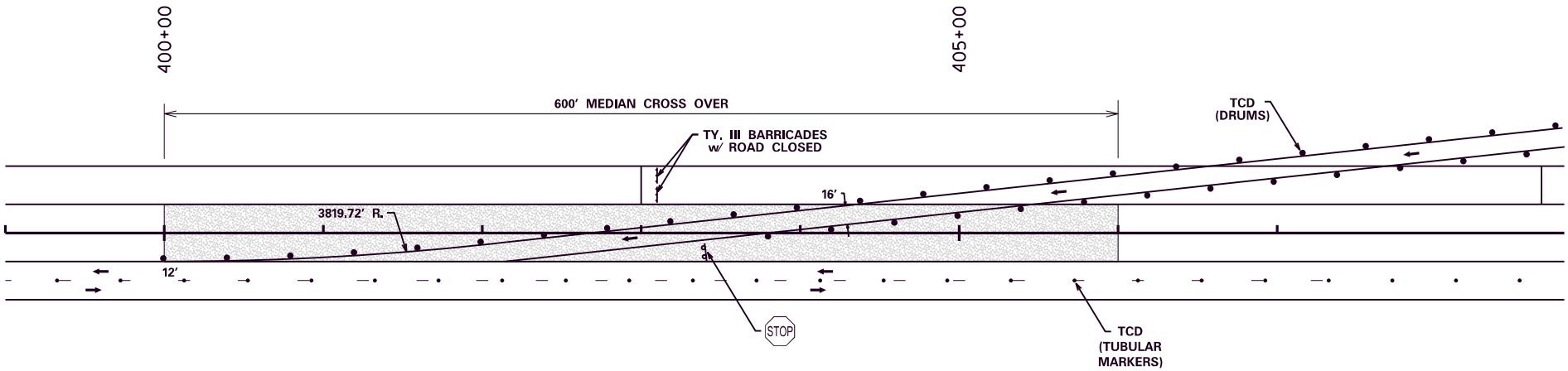
COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

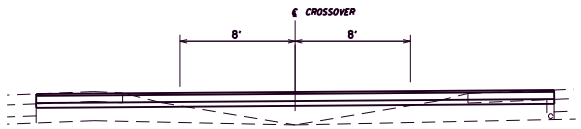




4" DGA
6" CL.2 AB 1.0D PG64-22 (3" + 3")
1 ½" CL.2 AS 0.50D PG64-22

PHASE I





4" DGA
6" CL.2 AB 1.0D PG64-22 (3" + 3")
1 ½" CL.2 AS 0.50D PG64-22

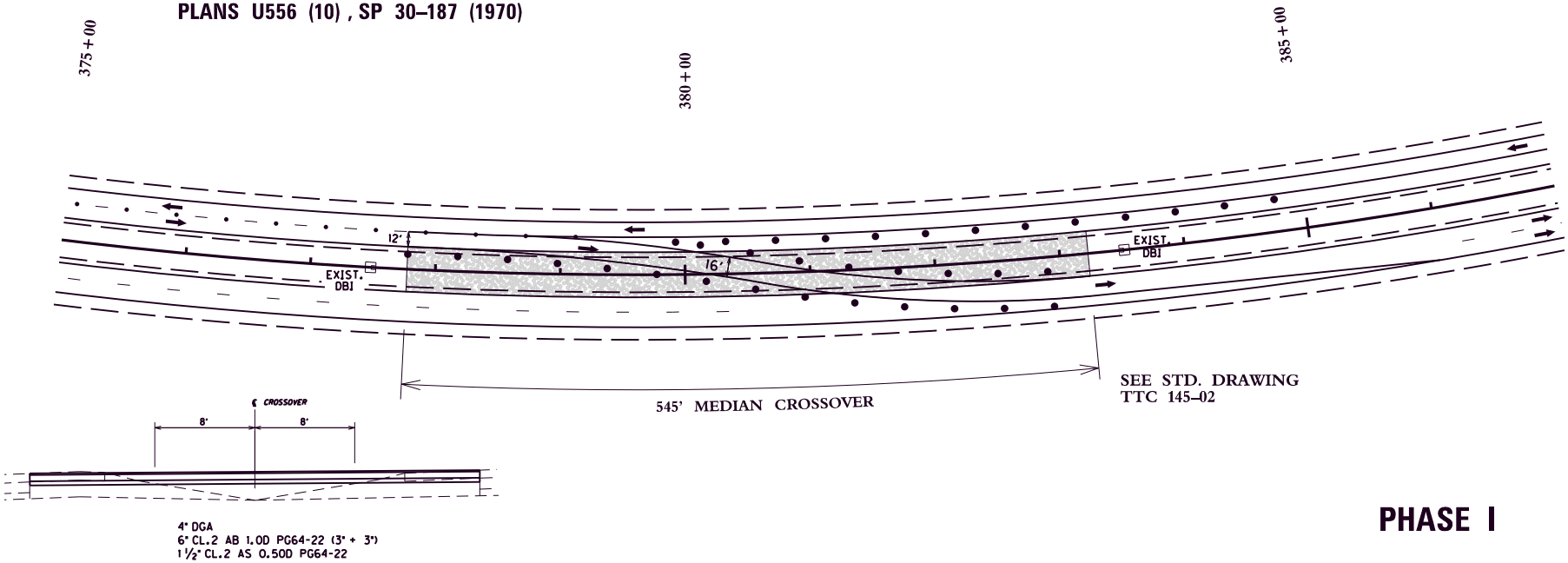
PHASE II

NOT TO SCALE

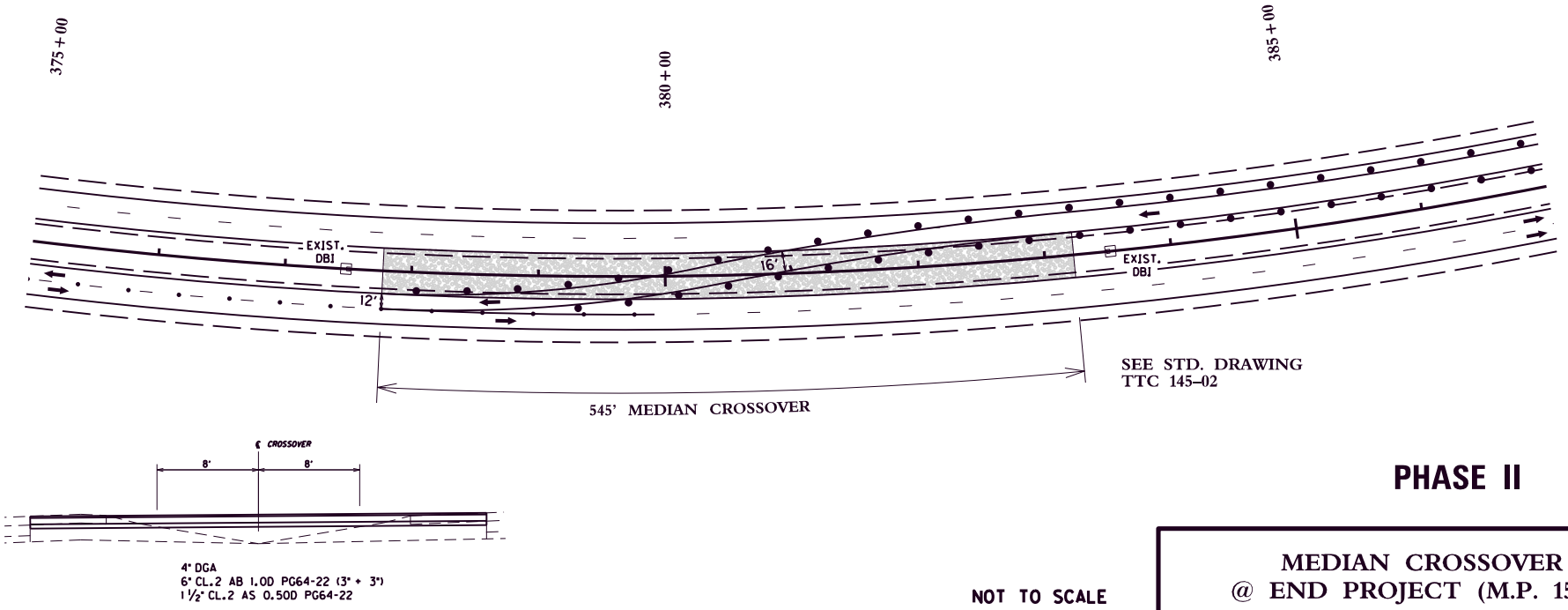
TYPICAL
MEDIAN CROSS OVER FOR
INTERCHANGE RAMPS

COUNTY OF	ITEM NO.	SHEET NO.
DAVIESS	2-2085	

NOTE :
STATIONS SHOWN ARE FROM RECORD PLANS U556 (10) , SP 30–187 (1970)



PHASE I



PHASE II

NOT TO SCALE

MEDIAN CROSSOVER @ END PROJECT (M.P. 15.60)

SPECIAL NOTE FOR BRIDGE RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS

I. DESCRIPTION. Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the attached detail drawings. Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove the existing overlay or machine prep the existing slab; (3) Complete full-depth and partial depth repairs as directed by the Engineer; (4) Repair/replace damaged and corroded reinforcing bars; (5) Place new concrete overlay and epoxy-sand slurry in accordance with Section 606; (6) Complete asphalt approach pavement; (7) Maintain and control traffic; and (8) Any other work specified as part of this contract.

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

II. MATERIALS.

A. Latex Concrete. See Section 606.03.17.

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

C. Bituminous Asphalt. Use CL4 ASPH SURF 0.50A PG76-22

D. Epoxy-Sand Slurry. See Section 606.03.10.

III. CONSTRUCTION.

A. Remove Existing Overlay. In addition to Section 606.03.03, totally remove the existing concrete overlay by milling. Machine preparation of the existing slab to a depth of at least 1/4" below the existing surface is NOT required. When removal of an existing overlay is a pay item, no payment will be allowed for "Machine Preparation of Existing Slab". This work is incidental to the pay item "Removal of Existing Overlay
-Square Yard". See Special Note for Use of Hydrodemolition Method.

B. Partial Depth Slab Repair. Remove areas determined to be unsound by the Engineer via Hydrodemolition or via hand held jackhammers weighing less than 40 lbs. No wrecking balls, drop hammers, or rig-mounted breakers are allowed. Repair/Replace all damaged or severely corroded reinforcing bars prior to partial depth repair operation. The Department will not measure material removal and will consider this work incidental to the bid item "PARTIAL DEPTH PATCHING".

C. Surface Texturing. Texture the concrete surface of the overlay in accordance with Section 609.03.10.

IV. MEASUREMENT. See Section 606 and the following:

A. Latex Modified Concrete (1 1/2 inches thick). The Department will measure the quantity in cubic yards.

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

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

D. Steel Reinforcement. The Department will measure any reinforcing steel necessary for the partial or full depth patch in pounds, which shall include all labor, equipment, and material needed to complete this work.

V. PAYMENT. See Section 606 and the following:

A. Latex Modified Concrete (1 1/2 inches thick). The Department will make payment for the Latex Modified Concrete under bid item #08534 "CONCRETE OVERLAY – LATEX" for the quantity in cubic yards complete in place.

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

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

D. Steel Reinforcement. The Department will make payment for additional steel reinforcement, if necessary, under bid item #08150 "STEEL REINFORCEMENT". Payment will be at the unit price per pound.

SPECIAL NOTE FOR REPLACING EXPANSION DAMS AND/OR INSTALLING ARMORED EDGES FOR CONCRETE ON BRIDGES

I. DESCRIPTION. Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2000 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the attached detail drawings. Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing concrete and expansion device(s) and/or bridge ends; (3) Install armored edges and new concrete as specified and in accordance with the attached detail drawings; (4) Install new joint seals (where required); (5) Maintain and control traffic; and (6) Any other work specified as part of this contract.

II. MATERIALS.

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

B. Structural Steel. Use new, commercial grade steel suitable for welding. The Engineer will base acceptance on visual inspection. See Standard Drawing BJE-001, current edition.

C. Stud Anchors. The armored edge stud anchors are %" x 6" embedded stud shear connectors conforming to ASTM A108, Grade 1015 (Nelson Studs or equal).

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

E. Epoxy Bond Coat. See Section 511.

F. Neoprene Joint Sealers (Compression Seals). See Section 807.02.02.

G. Neoprene Strip Seals. See attached detail drawings.

III. CONSTRUCTION.

A. Remove Existing Materials. Remove the existing expansion dam/bridge end and specified areas of concrete as shown on the attached sketches. Remove debris and/or expansion joint filler as directed by the Engineer. Dispose of all removed material entirely away from the job site. This work is incidental to the contract unit price for "Expansion Joint Replacement" or "Armored Edge for Concrete".

Clean and leave all existing steel reinforcement encountered in place.

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

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

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

epoxy bond coat immediately prior to placing new concrete in accordance with Section 511. The interfaces of the new and old concrete shall be as nearly vertical and horizontal as possible.

C. Additional Steel Reinforcement. Furnish for replacement, as directed by the Engineer, 1200 linear feet of steel reinforcing bars 1/2" diameter by 20' lengths. Place these bars in areas deemed by the Engineer to require additional reinforcement. Field cutting and bending is permitted. Do not place any additional steel reinforcement above the height of the top row of Nelson Studs on the armored edges. Ensure that all exposed steel reinforcement is tied in accordance with Section 602.03.04 prior to pouring the new Class "M" concrete. Deliver unused bars to the Local County Maintenance Bam. Payment will be made in accordance with Section 602.

D. Stage Construction. Installation of concrete and armored edges in two (or more if specified) stages is necessary. Join the armored edges at or near the centerline of the roadway or lane line, field weld and grind smooth.

E. Preformed Neoprene Joint Seal. Place the preformed compression joint seal in one continuous, unbroken length. Place neoprene compression seals as recommended by the manufacturer and in accordance with Section 609.03.04 (D). Place neoprene strip seals as recommended by the manufacturer and in accordance with Section 609.03.04 (E), except that shop drawings will not be required.

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

IV. MEASUREMENT.

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

B. Armored Edge for Concrete. The Department will measure the quantity in linear feet from gutterline to gutterline along the face of the bridge end.

C. Steel Reinforcement. See Section 602.

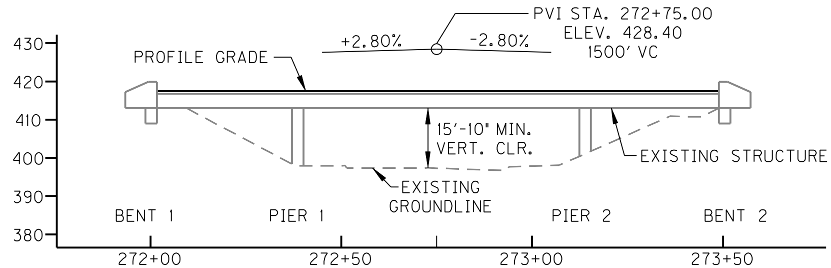
V. PAYMENT.

A. Expansion Joint Replacement- X". Payment at the contract unit price per linear foot is full compensation for removing specified existing materials, furnishing and installing the new armored edges, concrete, neoprene joint seal, and all incidental items necessary to complete the work (except the overlay material) within the specified pay limits as specified by this note and as shown on the attached detail drawings.

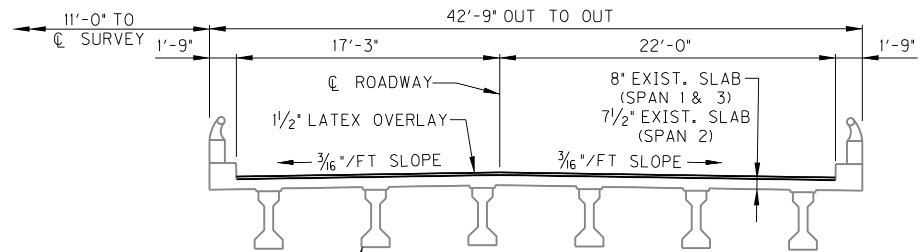
B. Armored Edge for Concrete. Payment at the contract unit price per linear foot is full compensation for removing specified existing materials, furnishing and installing the new armored edges, concrete and all incidental items necessary to complete the work (except the overlay material) within the specified pay limits as specified by this note and as shown on the attached detail drawings.

C. Steel Reinforcement. See Section 602.

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

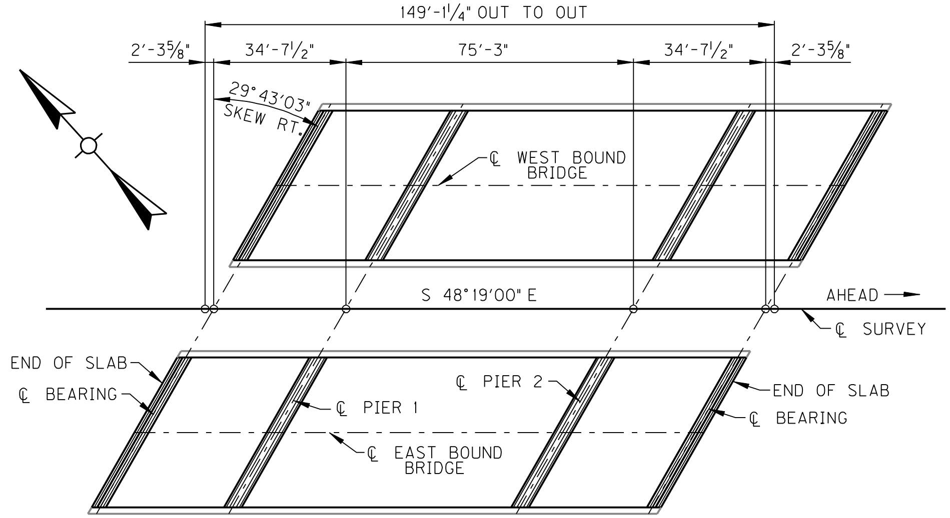


EXISTING ELEVATION



TYPICAL SECTION

(LOOKING AHEAD)
(EASTBOUND STR. SHOWN, WESTBOUND STR. SYMM. ABOUT ℄ SURVEY)

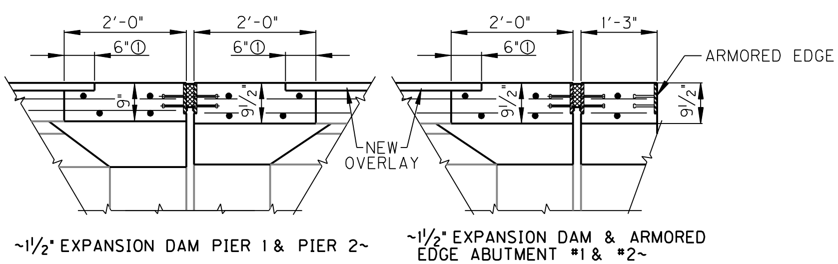


PLAN

ESTIMATE OF QUANTITIES

BID ITEM CODE	24094EC	08526	08534	08549	08151	08551	08504	03299	08469	
BID ITEM	Partial Depth Patching	Conc. Class "M" Full Depth Patch	Concrete Overlay-Latex	Blast Cleaning	Steel Reinforcement, Epoxy Coated	Machine Preparation of Slab	Epoxy Sand Slurry	Armored Edge	Expansion dam 1.5" Neoprene	
BRIDGE	C.Y.	C.Y.	C.Y.	S.Y.	LBS.	S.Y.	S.Y.	L.F.	L.F.	
US 60 BYPASS O/TAMARACK RD.	10	4	50.0	1355	1900	1300	122	157	314	

NOTE : QUANTITIES CARRIED OVER TO THE GENERAL SUMMARY



DETAIL AT EXPANSION JOINTS

SEE STD. DWG. BJE-001-12 FOR ARMORED EDGE AND 1 1/2" EXP. JT.

① MILL NEW "AA" CONCRETE AND LAP OVERLAY 6"

SPECIAL NOTES:

BRIDGE RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS

EXISTING BRIDGE DRAWING NUMBER 17333

REVISION		DATE
DATE: SEPTEMBER, 2014	CHECKED BY	
DESIGNED BY: DCK	BGS	
DETAILED BY: BRM	BGS	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY
DAVIESS

ROUTE US 60
CROSSING TAMARACK ROAD

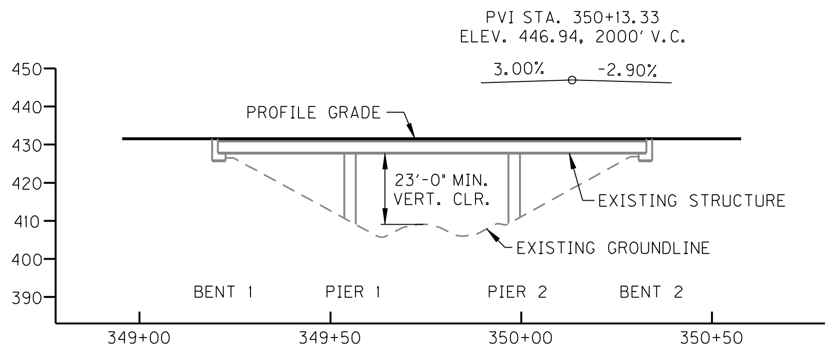
MP 13.564

ITEM NUMBER
2-2085.00

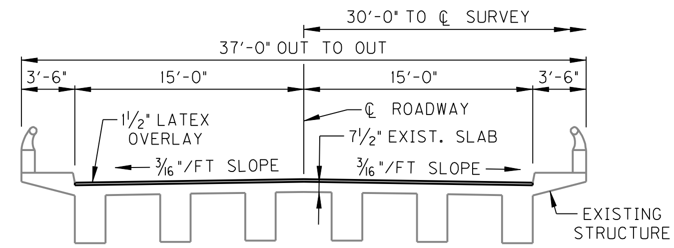
PREPARED BY
HMB PROFESSIONAL ENGINEERS, INC.

SHEET NO.

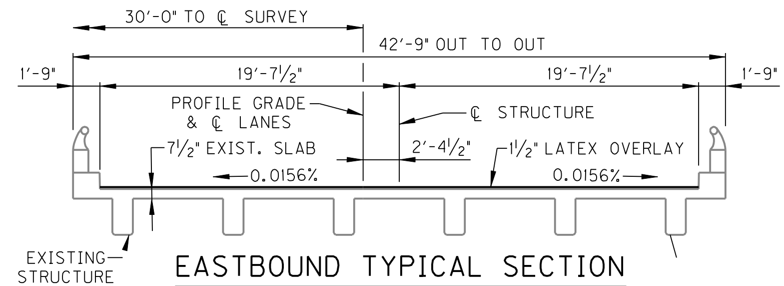
DRAWING NO.



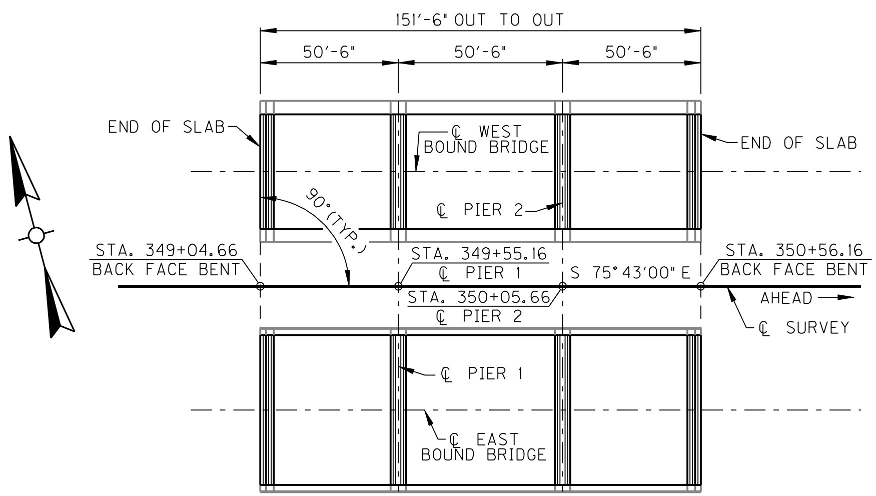
EXISTING ELEVATION



WESTBOUND TYPICAL SECTION



EASTBOUND TYPICAL SECTION

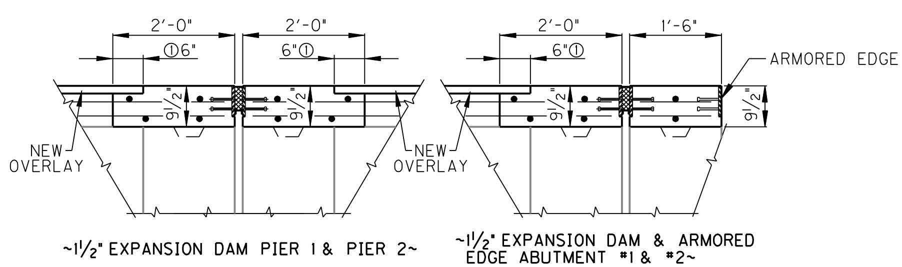


PLAN

ESTIMATE OF QUANTITIES

BID ITEM CODE	24094EC	08526	08534	08549	08151	08551	08504	03299	08469
BID ITEM	Partial Depth Patching	Conc. Class "M" Full Depth Patch	Concrete Overlay–Latex	Blast Cleaning	Steel Reinforcement, Epoxy Coated	Machine Preparation of Slab	Epoxy Sand Slurry	Armored Edge	Expansion dam 1.5" Neoprene
BRIDGE	C.Y.	C.Y.	C.Y.	S.Y.	LBS.	S.Y.	S.Y.	L.F.	L.F.
US 60 BYPASS O/MILLER BLVD.	10	4	49	1155	1011	1100	123	131	261

NOTE : QUANTITIES CARRIED OVER TO THE GENERAL SUMMARY



DETAIL AT EXPANSION JOINTS

SEE STD. DWG. BJE-001-12 FOR ARMORED EDGE AND 1½" EXP. JT.

① MILL NEW "AA" CONCRETE AND LAP OVERLAY 6"

SPECIAL NOTES:

BRIDGE RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS

EXISTING BRIDGE DRAWING NUMBERS 15234 & 15235

REVISION	DATE

DATE:	SEPTEMBER, 2014	CHECKED BY
DESIGNED BY:	DCK	BGS
DETAILED BY:	BRM	BGS

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY: DAVIESS

ROUTE: US 60 — CROSSING: J.R. MILLER BLVD.

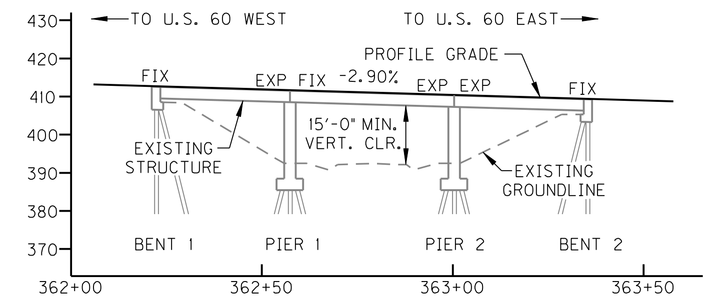
MP 15.026

ITEM NUMBER: 2-2085.00

PREPARED BY: HMB PROFESSIONAL ENGINEERS, INC.

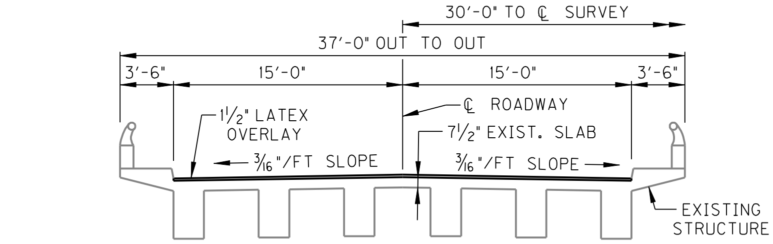
SHEET NO.

DRAWING NO.

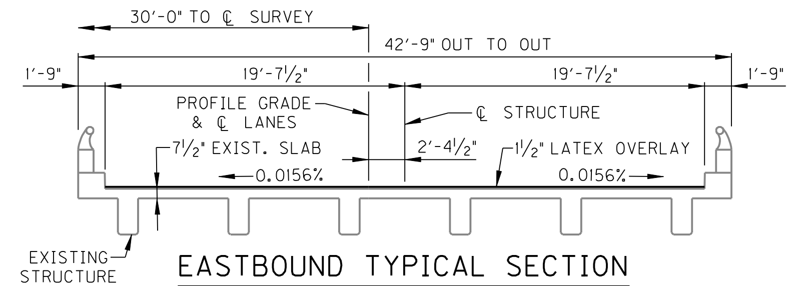


EXISTING ELEVATION

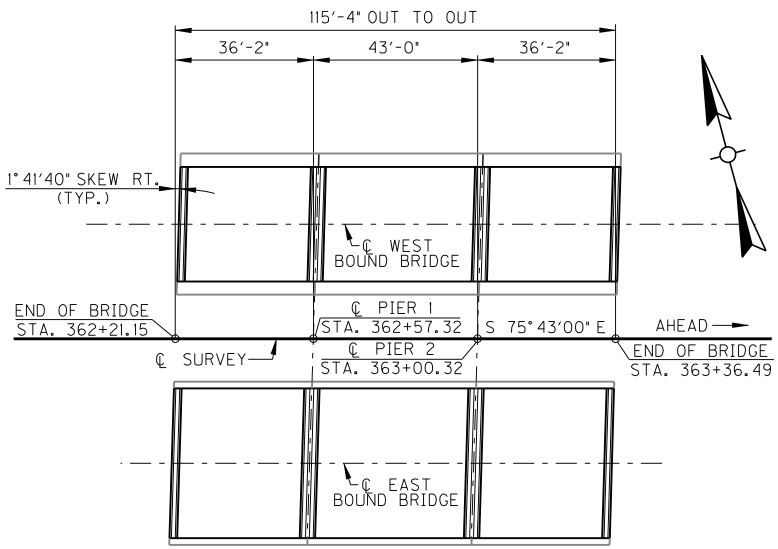
34'-8"; 41'-6"; 34'-8"; SIMPLE SPANS, 39'-3" ROADWAY
111'-9" SHOULDERS, 2:1 SLOPES, H.S. 20-44 LOADING, 1° 41'40" SKEW RT.



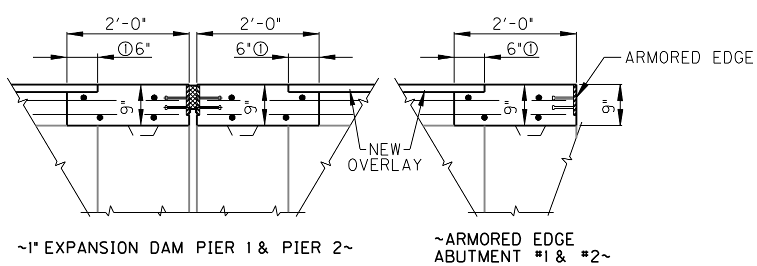
WESTBOUND TYPICAL SECTION



EASTBOUND TYPICAL SECTION



PLAN



DETAIL AT EXPANSION JOINTS

SEE STD. DWG. BJE-001-12 FOR ARMORED EDGE AND 1" EXP. JT.

① MILL NEW "AA" CONCRETE AND LAP OVERLAY 6"

ESTIMATE OF QUANTITIES

BID ITEM CODE	24094EC	08526	08534	08549	08151	08551	08504	03299	08469	
BID ITEM	Partial Depth Patching	Conc. Class "M" Full Depth Patch	Concrete Overlay–Latex	Blast Cleaning	Steel Reinforcement, Epoxy Coated	Machine Preparation of Slab	Epoxy Sand Slurry	Armored Edge	Expansion dam 1.5" Neoprene	
BRIDGE	C.Y.	C.Y.	C.Y.	S.Y.	LBS.	S.Y.	S.Y.	L.F.	L.F.	
US 60 BYPASS O/SUTHERLAND RD	8	3	37	880	867	836	95	131	261	

NOTE : QUANTITIES CARRIED OVER TO THE GENERAL SUMMARY

SPECIAL NOTES:

BRIDGE RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS

EXISTING BRIDGE DRAWING NUMBER 15236 & 15237

REVISION		DATE
DATE: SEPTEMBER, 2014	CHECKED BY	
DESIGNED BY: DCK	BGS	
DETAILED BY: BRM	BGS	

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

COUNTY: DAVIESS

ROUTE: US 60
CROSSING: SUTHERLAND ROAD
MP 15.272

ITEM NUMBER: 2-2085.00

PREPARED BY: HMB PROFESSIONAL ENGINEERS, INC.

SHEET NO.
DRAWING NO.

SPECIAL NOTE FOR
GUARDRAIL END TREATMENT TYPE 1

Contrary to KYTC Standard Drawing RBR-020-05 the guardrail end treatment ET-Plus manufactured by Trinity Industries will not be permitted as an option for bid item “Guardrail End Treatment Type 1”.

Special Note for Bridge Demolition, Renovation and Asbestos Abatement

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

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

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

Memorandum

To: Dan Hite

CC: David Steele

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

Date: 9/4/2014

Re: Asbestos Inspection Report for Daviess 2-2085

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

Project and Structure Information

Project # Daviess 2-2085

Bridge # 030B00074R

Description: The concrete samples collected were negative for asbestos. The guard rail mastic was point counted below 1%. No abatement necessary.

Inspection Date: August 27th, 2014

Results

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

MRS, INC. MRS, Inc. Analytical Laboratory Division

332 West Broadway, Suite 613
Louisville, Kentucky 40202

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

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N #: 2108304 A
Client Name: KYTC
Sampled By: O'Dail Lawson

Address: Daviess County
2-2085 030B00074R

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Number	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
#D74-1	Black	Yes	No				None				100%
#D74-2	Gray	Yes	No				None				100%
#D74-3	Gray	Yes	No	3%	(To Be	Point Counted)		2%			95%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 30-Aug-14
Analyst : Winterford Mensah

Reviewed By: [signature] Signature

AIHA # 102459

AJHA #1 02459

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

332 West Broadway, Suite 613
Louisville, Kentucky 40202

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

Client:	**KY Transportation Cabinet**	**Project No:**	**2108304 B**
Address:	**200 Mero Street**	**Sample ID:**	**# D74 - 3**
	Frankfort, KY	**Sampled:**	**27-Aug-14**
	40601	**Received:**	**27-Aug-14**
		Analyzed:	**30-Aug-14 - Point Count -**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Daviess County / 2 - 2085 (030B00074R)
Field Description: Guard Rail Mastic - East End
Laboratory Description:
Gray Material

Asbestos Materials:
Chrysotile = 2/400 = 0.50 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.25 %

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

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

Chain of Custody Record

Kentucky Transportation Cabinet

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

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

Samplers (signature): O'Dail Lawson

Project or Subject Reference: Davies 2-2085 (030B00074R)

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
D74-1	Joint Compound	8-27-14	13:06	Asbestos (EAST END)	Rubber	Black		N/A
D74-2	Curb Concrete	↓	↓	↓	Concrete	Grey		
D74-3	Guard Rail Mastic	↓	↓	↓	mastic	↓		

Relinquished By:	Date/Time:
Received By: Winston Mercer	Date/Time: 08/27/14
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

The EI Group, Inc.

This certifies that

Tilmon O'Dail Lawson

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

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

Asbestos Inspector Refresher (4-Hour) Training Course

7214080013
Certificate Number

7910
Social Security Number

August 15, 2014
Course Dates

August 15, 2014
Exam Date

August 15, 2015
Expiration Date

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

Louisville, KY
Course Location

Barry Maxwell, Training Manager

Kerri Boddy, Principal Instructor

Kerri Boddy, Exam Administrator

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

Memorandum

To: Dan Hite

CC: David Steele

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

Date: 9/4/2014

Re: Asbestos Inspection Report for Daviess 2-2085

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

Project and Structure Information

Project # Daviess 2-2085

Bridge # 030B00076R

Description: The concrete samples collected were negative for asbestos. The guard rail mastic and joint compound were point counted below 1%. No abatement necessary.

Inspection Date: August 27th, 2014

Results

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

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

332 West Broadway, Suite 613
Louisville, Kentucky 40202

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

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # 2018305 A
Client Name: KYTC
Sampled By: O'Dail Lawson

Address: Daviess County
2-2085 (030B00076R)

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Number	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
#D76-1	Gray	Yes	No				None				100%
#D76-2	Black	Yes	No	3%	(To Be	Point Counted)		2%			95%
#D76-3	Gray	Yes	No	3%	(To Be	Point Counted)		2%			95%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 30-Aug-14
Analyst : Winterford Mensah

Reviewed By: Winterford Mensah
Signature

AIHA # 102459

AJHA #1 02459

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

332 West Broadway, Suite 613
Louisville, Kentucky 40202

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

Client:	**KY Transportation Cabinet**	**Project No:**	**2108305 B**
Address:	**200 Mero Street**	**Sample ID:**	**# D76-2**
	Frankfort, KY	**Sampled:**	**27-Aug-14**
	40601	**Received:**	**27-Aug-14**
		Analyzed:	**30-Aug-14 - Point Count -**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Daviess County - 2-2085 (030B00076R)
Field Description: Joint Compound
Laboratory Description:
Thick Black Material

Asbestos Materials:
Chrysotile = 2/400 = 0.50 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.25 %

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

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

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

332 West Broadway, Suite 613
Louisville, Kentucky 40202

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

Client:	**KY Transportation Cabinet**	**Project No:**	**2108305 B**
Address:	**200 Mero Street**	**Sample ID:**	**# D 76 - 3**
	Frankfort, KY	**Sampled:**	**27-Aug-14**
	40601	**Received:**	**27-Aug-14**
		Analyzed:	**30-Aug-14 - Point Count -**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Daviess County - 2-2085 (030B00076R)
Field Description: Guard Rail Mastic
Laboratory Description:

Gray Material

Asbestos Materials:

Chrysotile = 2/400 = 0.50 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.25 %

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

Analyst: Winterford Mensah Reviewed By:  Signature

Chain of Custody Record

Kentucky Transportation Cabinet

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

O'Dail Lawson o'dail.lawson@ky.gov KYTC Address: 200 Mero Street Frankfort KY Phone: 502-782-5020 Fax: 502-564-5655 PO#:	**Client Information** KY TRANSPORTATION CABINET Results Code: ND = None Detected FTD = Filter Tampering or Damaged N/A = Not Applicable
Project or Subject Reference: Daviess 2-2085 030B00076R	Samplers (signature):

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
D76-1	Curb Concrete	8-27-14	13:35	Asbestos	Concrete	Grey		N/A
D76-2	Joint Compound	↓	↓	↓	TAR	Black		
D76-3	Guss Rail Mastic	↓	↓	↓	MASTIC	Grey		

Relinquished By:	Date/Time:
Received By: Kimberly Mercado	Date/Time: 08/27/14
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

The EI Group, Inc.

This certifies that

Tilmon O'Dail Lawson

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

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

Asbestos Inspector Refresher (4-Hour) Training Course

7214080013
Certificate Number

7910
Social Security Number

August 15, 2014
Course Dates

August 15, 2014
Exam Date

August 15, 2015
Expiration Date

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

Louisville, KY
Course Location

Barry Maxwell, Training Manager

Kerri Boddy, Principal Instructor

Kerri Boddy, Exam Administrator

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

Memorandum

To: Dan Hite

CC: David Steele

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

Date: 9/4/2014

Re: Asbestos Inspection Report for Daviess 2-2085

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

Project and Structure Information

Project # Daviess 2-2085

Bridge # 030B00077R

Description: The concrete samples collected were negative for asbestos. The guard rail mastic and joint compound were point counted below 1%. No abatement necessary.

Inspection Date: August 27th, 2014

Results

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

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

332 West Broadway, Suite 613
Louisville, Kentucky 40202

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

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # 2108306 A
Client Name: KYTC
Sampled By: O'Dail Lawson

Address: Daviess County
2-2085 (030B00077R)

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Number	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Others
#D77-1	Black	Yes	No	3%	(To Be	Point Counted)					95%
#D77-2	Gray	Yes	No	3%	(To Be	Point Counted)		2%			95%
#D77-3	Gray	Yes	No				None				100%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 30-Aug-14
Analyst : Winterford Mensah

Reviewed By: Winterford Mensah
Signature

AIHA # 102459

AJHA #1 02459

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

332 West Broadway, Suite 613
Louisville, Kentucky 40202

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

Client:	**KY Transportation Cabinet**	**Project No:**	**2108306 B**
Address:	**200 Mero Street**	**Sample ID:**	**# D 77-1**
	Frankfort, KY	**Sampled:**	**27-Aug-14**
	40601	**Received:**	**27-Aug-14**
		Analyzed:	**30-Aug-14 - Point Count -**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Daviess County / 2 - 2085 (030B00077R)
Field Description: Joint Compound
Laboratory Description:
Thick Black Material

Asbestos Materials:
Chrysotile = 2/400 = 0.50 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.25 %

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

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

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

332 West Broadway, Suite 613
Louisville, Kentucky 40202

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

Client:	**KY Transportation Cabinet**	**Project No:**	**2108306 B**
Address:	**200 Mero Street**	**Sample ID:**	**# D77-3**
	Frankfort, KY	**Sampled:**	**27-Aug-14**
	40601	**Received:**	**27-Aug-14**
		Analyzed:	**30-Aug-14 - Point Count -**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Daviess County / 2 - 2085 030 B00077R
Field Description: Guard Rail Mastic
Laboratory Description:
Gray Material

Asbestos Materials:
Chrysotile = 2/400 = 0.50 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.25 %

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

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

Chain of Custody Record

Kentucky Transportation Cabinet

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

O'Dail Lawson o'dail.lawson@ky.gov
KYTC
Address: 200 Mero Street
Frankfort KY
Phone: 502-782-5020 Fax: 502-564-5655
PO#:

Client Information KY TRANSPORTATION CABINET
Results Code:
ND = None Detected
FTD = Filter Tampering or Damaged
N/A = Not Applicable

Samplers (signature):

Project or Subject Reference: Daviess 2-2085.00 030B000077R

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
D77-1	Joint Compound	8-27-14	13:20	Asbestos	TAR	Black		N/A
D77-2	Guard Rail Mastic	↓	↓	↓	Mastic	Grey		
D77-3	Curb Concrete.	↓	↓	↓	Concrete	↓		

Relinquished By: Date/Time:

Received By: Kimberly Records Date/Time: 08/27/14

Relinquished By: Date/Time:

Received at Lab By: Date/Time:

The EI Group, Inc.

This certifies that

Tilmon O'Dail Lawson

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

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

Asbestos Inspector Refresher (4-Hour) Training Course

7214080013
Certificate Number

7910
Social Security Number

August 15, 2014
Course Dates

August 15, 2014
Exam Date

August 15, 2015
Expiration Date

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

Louisville, KY
Course Location

Barry Maxwell, Training Manager

Kerri Boddy, Principal Instructor

Kerri Boddy, Exam Administrator

Right-of-Way Certification Form

Revised 2/22/11

☐ Federal Funded ☑ Original

☑ State Funded ☐ Re-Certification

This form must be completed and submitted to FHWA with the PS&E package for federal-aid funded Interstate, Appalachia, and Major projects. This form shall also be submitted to FHWA for all federal-aid projects that fall under Conditions No. 2 or 3 outlined elsewhere in this form. When Condition No. 2 or 3 apply, KYTC shall resubmit this ROW Certification prior to construction contract Award. For all other federal-aid projects, this form shall be completed and retained in the KYTC project file.

Date: July 28, 2014

Project Name: US 60 Letting Date:

Project #: County: Daviess

Item #: 02-2085.00 Federal #:

Description of Project: Pavement preventative maintenance on US 60 from MP 10.179 to MP 15.50 in Daviess County.

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

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

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

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

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

☐ **Condition 2.** Although all necessary rights-of-way have not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Trial or appeal of some parcels may be pending in court and on other parcels full legal possession has not been obtained, but 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. Fair market value has been paid or deposited with the court for most parcels. Fair market value for all pending parcels will be paid or deposited with the court prior to AWARD of construction contract. (See note 1 below.)

Note 1: The KYTC shall re-submit a right-of-way certification form for this project prior to AWARD of all Federal-Aid construction contracts. Award must not to be made until after KYTC has obtained full legal possession and fair market value for all parcels has been paid or deposited with the court and FHWA has concurred in the re-submitted right-of-way certification.

Right-of-Way Certification Form

Revised 2/22/11

☐ **Condition 3.** The acquisition or right of occupancy and use of a few remaining parcels are not complete and/or some parcels still have occupants. However, all remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. The KYTC is hereby requesting authorization to advertise this project for bids and to proceed with bid letting even though the necessary rights-of-way will not be fully acquired, and/or some occupants will not be relocated, and/or the fair market value 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. A full explanation and reason for this request, including identification of each such parcel and dates on which acquisitions, payments, and relocations will be completed, is attached to this certification form for FHWA concurrence. (See note 2.)

Note 2: The KYTC may request authorization on this basis only in unique and unusual circumstances. Proceeding to bid letting shall be the exception and never become the rule. In all cases, the KYTC shall make extraordinary efforts to expedite completion of the acquisition, payment for all affected parcels, and the relocation of all relocatees prior to AWARD of all Federal-Aid construction contracts or force account construction.

Approved:	Jennifer K. Cox Printed Name	7/28/14 Signature	Right-of-Way Supervisor
Approved:	DM Log Printed Name	Acting 29 July 14 Signature	KYTC, Director of ROW &Utilities
Approved:	Printed Name	Signature	FHWA, ROW Officer (when applicable)

Right-of-Way Certification Form

Revised 2/22/11

Date: July 28, 2014

Project Name: US 60
Project #:
Item #: 02-2085.00
Letting Date:

County: Daviess
Federal #:

This project has 0 total number of parcels to be acquired, and 0 total number of individuals or families to be relocated, as well as 0 total number of businesses to be relocated.

0 Parcels where acquired by a signed fee simple deed and fair market value has been paid

____ Parcels have been acquired by IOJ through condemnation and fair market value has been deposited with the court

____ Parcels have not been acquired at this time (*explain below for each parcel*)

____ Parcels have been acquired or have a "right of entry" but fair market value has not been paid or has not been deposited with the court *(explain below for each parcel)*

____ Relocatees have not been relocated from parcels ____, ____, ____, ____, ____, ____, and ____ *(explain below for each parcel)*

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

There are 0 billboards and/or 0 cemeteries involved on this project.

There are 0 water or monitoring wells on parcels ____, ____, ____, ____, and ____. All have been acquired and are the responsibility of the project contractor to close/cap.

Form Effective Date: April 1, 2006
Last Revised: February 22, 2011

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

Daviess County
Item No. 2-2085
US-60 Bypass

The following is a list of utility companies involved on this project. Contractor is advised to use caution and call **BUD** prior to beginning work.

No Know Utility Impacts

PROTECTION OF UTILITIES

The location of utilities provided in the contract documents has been furnished by the facility owners and/or by reviewing record drawings and may not be accurate. It will be the roadway contractor's responsibility to locate utilities before excavating by calling the various utility owners and by examining any supplemental information supplied by the cabinet. If necessary, the roadway contractor shall determine the exact location and elevation of utilities by hand digging to expose utilities before excavating in the area of a utility. The cost of repair and any other associated costs for any damage to utilities caused by the roadway contractor's operations shall be borne by the roadway contractor.

The contractor is advised to contact the **BUD one-call system at 1-800-752-6007** at least two working days prior to excavating. Contractor should be aware that owners of underground facilities are not required to be members of the BUD one-call system. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the project area.

PART II

SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

Any reference in the plans or proposal to previous editions of the *Standard Specifications for Road and Bridge Construction* and *Standard Drawings* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2012* and *Standard Drawings, Edition of 2012 with the 2012 Revision.*

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection:	102.15 Process Agent.
Revision:	Replace the 1st paragraph with the following: Every corporation doing business with the Department shall submit evidence of compliance with KRS Sections 14A.4-010, 271B.11-010, 271B.11-070, 271B.11-080, 271B.5-010 and 271B.16-220, and file with the Department the name and address of the process agent upon whom process may be served.
Subsection:	105.13 Claims Resolution Process.
Revision:	Delete all references to TC 63-34 and TC 63-44 from the subsection as these forms are no longer available through the forms library and are forms generated within the AASHTO SiteManager software.
Subsection:	108.03 Preconstruction Conference.
Revision:	Replace 8) Staking with the following: 8) Staking (designated by a Professional Engineer or Land Surveyor licensed in the Commonwealth of Kentucky.
Subsection:	109.07.02 Fuel.
Revision:	Revise item Crushed Aggregate Used for Embankment Stabilization to the following: Crushed Aggregate Used for Stabilization of Unsuitable Materials Used for Embankment Stabilization
	Delete the following item from the table. ~~Crushed Sandstone Base (Cement Treated)~~
Subsection:	110.02 Demobilization.
Revision:	Replace the first part of the first sentence of the second paragraph with the following: Perform all work and operations necessary to accomplish final clean-up as specified in the first paragraph of Subsection 105.12;
Subsection:	112.03.12 Project Traffic Coordinator (PTC).
Revision:	Replace the last paragraph of this subsection with the following: Ensure the designated PTC has sufficient skill and experience to properly perform the task assigned and has successfully completed the qualification courses.
Subsection:	112.04.18 Diversions (By-Pass Detours).
Revision:	Insert the following sentence after the 2nd sentence of this subsection. The Department will not measure temporary drainage structures for payment when the contract documents provide the required drainage opening that must be maintained with the diversion. The temporary drainage structures shall be incidental to the construction of the diversion. If the contract documents fail to provide the required drainage opening needed for the diversion, the cost of the temporary drainage structure will be handled as extra work in accordance with section 109.04.
Subsection:	201.03.01 Contractor Staking.
Revision:	Replace the first paragraph with the following: Perform all necessary surveying under the general supervision of a Professional Engineer or Land Surveyor licensed in the Commonwealth of Kentucky.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection:	201.04.01 Contractor Staking.
Revision:	Replace the last sentence of the paragraph with the following: Complete the general layout of the project under the supervision of a Professional Engineer or Land Surveyor licensed in the Commonwealth of Kentucky.
Subsection:	206.04.01 Embankment-in-Place.
Revision:	Replace the fourth paragraph with the following: The Department will not measure **suitable** excavation included in the original plans that is disposed of for payment and will consider it incidental to Embankment-in-Place.
Subsection:	208.02.01 Cement.
Revision:	Replace paragraph with the following: Select Type I or Type II cement conforming to Section 801. Use the same type cement throughout the work.
Subsection:	208.03.06 Curing and Protection.
Revision:	Replace the fourth paragraph with the following: Do not allow traffic or equipment on the finished surface until the stabilized subgrade has cured for a total of 7-days with an ambient air temperature above 40 degrees Fahrenheit. A curing day consists of a continuous 24-hour period in which the ambient air temperature does not fall below 40 degrees Fahrenheit. Curing days will not be calculated consecutively, but must total seven (7) , 24-hour days with the ambient air temperature remaining at or above 40 degrees Fahrenheit before traffic or equipment will be allowed to traverse the stabilized subgrade. The Department may allow a shortened curing period when the Contractor requests. The Contractor shall give the Department at least 3 day notice of the request for a shortened curing period. The Department will require a minimum of 3 curing days after final compaction. The Contractor shall furnish cores to the treated depth of the roadbed at 500 feet intervals for each lane when a shortened curing time is requested. The Department will test cores using an unconfined compression test. Roadbed cores must achieve a minimum strength requirement of 80 psi.
Subsection:	208.03.06 Curing and Protection.
Revision:	Replace paragraph eight with the following: At no expense to the Department, repair any damage to the subgrade caused by freezing.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	A) Seed Mixtures for Permanent Seeding.
Revision:	Revise **Seed Mix Type I** to the mixture shown below: 50% Kentucky 31 Tall Fescue (Festuca arundinacea) 35% Hard Fescue (Festuca (Festuca longifolia) 10% Ryegrass, Perennial (Lolium perenne) 5% White Dutch Clover (Trifolium repens)
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	A) Seed Mixtures for Permanent Seeding.
Number:	2)
Revision:	Replace the paragraph with the following: Permanent Seeding on Slopes Greater than 3:1 in Highway Districts 4, 5, 6, and 7. Apply seed mix Type II at a minimum application rate of 100 pounds per acre. If adjacent to a golf course replace the crown vetch with Kentucky 31 Tall Fescue.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	A) Seed Mixtures for Permanent Seeding.
Number:	3)
Revision:	Replace the paragraph with the following: Permanent Seeding on Slopes Greater than 3:1 in Highway Districts 1, 2, 3, 8, 9, 10, 11, and 12. Apply seed mix Type III at a minimum application rate of 100 pounds per acre. If adjacent to crop land or golf course, replace the Sericea Lespedeza with Kentucky 31 Fescue.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	B) Procedures for Permanent Seeding.
Revision:	Delete the first sentence of the section.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	B) Procedures for Permanent Seeding.
Revision:	Replace the second and third sentence of the section with the following: Prepare a seedbed and apply an initial fertilizer that contains a minimum of 100 pounds of nitrogen, 100 pounds of phosphate, and 100 pounds of potash per acre. Apply agricultural limestone to the seedbed when the Engineer determines it is needed. When required, place agricultural limestone at a rate of 3 tons per acre.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	D) Top Dressing.
Revision:	Change the title of part to D) Fertilizer.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	D) Fertilizer.
Revision:	Replace the first paragraph with the following: Apply fertilizer at the beginning of the seeding operation and after vegetation is established. Use fertilizer delivered to the project in bags or bulk. Apply initial fertilizer to all areas prior to the seeding or sodding operation at the application rate specified in 212.03.03 B). Apply 20-10-10 fertilizer to the areas after vegetation has been established at a rate of 11.5 pounds per 1,000 square feet. Obtain approval from the Engineer prior to the 2nd fertilizer application. Reapply fertilizer to any area that has a streaked appearance. The reapplication shall be at no additional cost to the Department. Re-establish any vegetation severely damaged or destroyed because of an excessive application of fertilizer at no cost to the Department.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	D) Fertilizer.
Revision:	Delete the second paragraph.
Subsection:	212.04.04 Agricultural Limestone.
Revision:	Replace the entire section with the following: The Department will measure the quantity of agricultural limestone in tons.
Subsection:	212.04.05 Fertilizer.
Revision:	Replace the entire section with the following: The Department will measure fertilizer used in the seeding or sodding operations for payment. The Department will measure the quantity by tons.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection:	212.05 PAYMENT.
Revision:	Delete the following item code:
	Code Pay Item Pay Unit
	05966 Topdressing Fertilizer Ton
Subsection:	212.05 PAYMENT.
Revision:	Add the following pay items:
	Code Pay Item Pay Unit
	05963 Initial Fertilizer Ton
	05964 20-10-10 Fertilizer Ton
	05992 Agricultural Limestone Ton
Subsection:	213.03.02 Progress Requirements.
Revision:	Replace the last sentence of the third paragraph with the following:
	Additionally, the Department will apply a penalty equal to the liquidated damages when all aspects of the work are not coordinated in an acceptable manner within 7 calendar days after written notification.
Subsection:	213.03.05 Temporary Control Measures.
Part:	E) Temporary Seeding and Protection.
Revision:	Delete the second sentence of the first paragraph.
Subsection:	304.02.01 Physical Properties.
Table:	Required Geogrid Properties
Revision:	Replace all references to Test Method "GRI-GG2-87" with ASTM D 7737.
Subsection:	402.03.02 Contractor Quality Control and Department Acceptance.
Part:	B) Sampling.
Revision:	Replace the second sentence with the following:
	The Department will determine when to obtain the quality control samples using the random-number feature of the mix design submittal and approval spreadsheet. The Department will randomly determine when to obtain the verification samples required in Subsections 402.03.03 and 402.03.04 using the Asphalt Mixture Sample Random Tonnage Generator.
Subsection:	402.03.02 Contractor Quality Control and Department Acceptance.
Part:	D) Testing Responsibilities.
Number:	3) VMA.
Revision:	Add the following paragraph below Number 3) VMA:
	Retain the AV/VMA specimens and one additional corresponding G_{mm} sample for 5 working days for mixture verification testing by the Department. For Specialty Mixtures, retain a mixture sample for 5 working days for mixture verification testing by the Department. When the Department's test results do not verify that the Contractor's quality control test results are within the acceptable tolerances according to Subsection 402.03.03, retain the samples and specimens from the affected sublot(s) for the duration of the project.
Subsection:	402.03.02 Contractor Quality Control and Department Acceptance.
Part:	D) Testing Responsibilities.
Number:	4) Density.
Revision:	Replace the second sentence of the Option A paragraph with the following:
	Perform coring by the end of the following work day.

Supplemental Specifications to the Standard Specifications for Road and Bridge Construction, 2012 Edition Effective with the August 22, 2014 Letting

Subsection: **Part:** **Number:** **Revision:**	402.03.02 Contractor Quality Control and Department Acceptance. D) Testing Responsibilities. 5) Gradation. Delete the second paragraph.
Subsection: **Part:** **Number:** **Revision:**	402.03.02 Contractor Quality Control and Department Acceptance. H) Unsatisfactory Work. 1) Based on Lab Data. Replace the second paragraph with the following: When the Engineer determines that safety concerns or other considerations prohibit an immediate shutdown, continue work and the Department will make an evaluation of acceptability according to Subsection 402.03.05.
Subsection: **Revision:**	402.03.03 Verification. Replace the first paragraph with the following: **402.03.03 Mixture Verification.** For volumetric properties, the Department will perform a minimum of one verification test for AC, AV, and VMA according to the corresponding procedures as given in Subsection 402.03.02. The Department will randomly determine when to obtain the verification sample using the Asphalt Mixture Sample Random Tonnage Generator. For specialty mixtures, the Department will perform one AC and one gradation determination per lot according to the corresponding procedures as given in Subsection 402.03.02. However, Department personnel will not perform AC determinations according to KM 64-405. The Contractor will obtain a quality control sample at the same time the Department obtains the mixture verification sample and perform testing according to the procedures given in Subsection 402.03.02. If the Contractor's quality control sample is verified by the Department's test results within the tolerances provided below, the Contractor's sample will serve as the quality control sample for the affected sublot. The Department may perform the mixture verification test on the Contractor's equipment or on the Department's equipment.
Subsection: **Part:** **Revision:**	402.03.03 Verification. A) Evaluation of Sublot(s) Verified by Department. Replace the third sentence of the second paragraph with the following: When the paired *t* -test indicates that the Contractor's data and Department's data are possibly not from the same population, the Department will investigate the cause for the difference according to Subsection 402.03.05 and implement corrective measures as the Engineer deems appropriate.
Subsection: **Part:** **Revision:**	402.03.03 Verification. B) Evaluation of Sublots Not Verified by Department. Replace the third sentence of the first paragraph with the following: When differences between test results are not within the tolerances listed below, the Department will resolve the discrepancy according to Subsection 402.03.05.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection: **Part:** **Revision:**	402.03.03 Verification. B) Evaluation of Sublots Not Verified by Department. Replace the third sentence of the second paragraph with the following: When the *F* -test or *t* -test indicates that the Contractor's data and Department's data are possibly not from the same population, the Department will investigate the cause for the difference according to Subsection 402.03.05 and implement corrective measures as the Engineer deems appropriate.
Subsection: **Part:** **Revision:**	402.03.03 Verification. C) Test Data Patterns. Replace the second sentence with the following: When patterns indicate substantial differences between the verified and non-verified sublots, the Department will perform further comparative testing according to subsection 402.03.05.
Subsection: **Revision:**	402.03 CONSTRUCTION. Add the following subsection: **402.03.04 Testing Equipment and Technician Verification.** For mixtures with a minimum quantity of 20,000 tons and for every 20,000 tons thereafter, the Department will obtain an additional verification sample at random using the Asphalt Mixture Sample Random Tonnage Generator in order to verify the integrity of the Contractor's and Department's laboratory testing equipment and technicians. The Department will obtain a mixture sample of at least 150 lb at the asphalt mixing plant according to KM 64-425 and split it according to AASHTO R 47. The Department will retain one split portion of the sample and provide the other portion to the Contractor. At a later time convenient to both parties, the Department and Contractor will simultaneously reheat the sample to the specified compaction temperature and test the mixture for AV and VMA using separate laboratory equipment according to the corresponding procedures given in Subsection 402.03.02. The Department will evaluate the differences in test results between the two laboratories. When the difference between the results for AV or VMA is not within ± 2.0 percent, the Department will investigate and resolve the discrepancy according to Subsection 402.03.05.
Subsection: **Revision:**	402.03.04 Dispute Resolution. Change the subsection number to 402.03.05.
Subsection: **Part:** **Table:** **Revision:**	402.05 PAYMENT. Lot Pay Adjustment Schedule Compaction Option A Base and Binder Mixtures AC Replace the Deviation from JMF(%) that corresponds to a Pay Value of 0.95 to ±0.6.
Subsection: **Revision:**	403.02.10 Material Transfer Vehicle (MTV). Replace the first sentence with the following: In addition to the equipment specified above, provide a MTV with the following minimum characteristics:
Subsection: **Revision:**	412.02.09 Material Transfer Vehicle (MTV). Replace the paragraph with the following: Provide and utilize a MTV with the minimum characteristics outlined in section 403.02.10.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection: **Revision:**	412.03.07 Placement and Compaction. Replace the first paragraph with the following: Use a MTV when placing SMA mixture in the driving lanes. The MTV is not required on ramps and/or shoulders unless specified in the contract. When the Engineer determines the use of the MTV is not practical for a portion of the project, the Engineer may waive its requirement for that portion of pavement by a letter documenting the waiver.
Subsection: **Revision:**	412.04 MEASUREMENT. Add the following subsection: 412.04.03. Material Transfer Vehicle (MTV). The Department will not measure the MTV for payment and will consider its use incidental to the asphalt mixture.
Subsection: **Part:** **Revision:**	501.03.19 Surface Tolerances and Testing Surface. B) Ride Quality. Add the following to the end of the first paragraph: The Department will specify if the ride quality requirements are Category A or Category B when ride quality is specified in the Contract. Category B ride quality requirements shall apply when the Department fails to classify which ride quality requirement will apply to the Contract.
Subsection: **Revision:**	603.03.06 Cofferdams. Replace the seventh sentence of paragraph one with the following: Submit drawings that are stamped by a Professional Engineer licensed in the Commonwealth of Kentucky.
Subsection: **Revision:**	605.03.04 Tack Welding. Insert the subsection and the following: 605.03.04 Tack Welding. The Department does not allow tack welding.
Subsection: **Part:** **Number:** **Revision:**	606.03.17 Special Requirements for Latex Concrete Overlays. A) Existing Bridges and New Structures. 1) Prewetting and Grout-Bond Coat. Add the following sentence to the last paragraph: Do not apply a grout-bond coat on bridge decks prepared by hydrodemolition.
Subsection: **Revision:**	609.03 Construction. Replace Subsection 609.03.01 with the following: 609.03.01 A) Swinging the Spans. Before placing concrete slabs on steel spans or precast concrete release the temporary erection supports under the bridge and swing the span free on its supports. 609.03.01 B) Lift Loops. Cut all lift loops flush with the top of the precast beam once the beam is placed in the final location and prior to placing steel reinforcement. At locations where lift loops are cut, paint the top of the beam with galvanized or epoxy paint.
Subsection: **Revision:**	611.03.02 Precast Unit Construction. Replace the first sentence of the subsection with the following: Construct units according to ASTM C1577, **replacing Table 1 (Design Requirements for Precast Concrete Box Sections Under Earth, Dead and HL-93 Live Load Conditions) with KY Table 1 (Precast Culvert KYHL-93 Design Table)**, and Section 605 with the following exceptions and additions:

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection: **Number:** **Revision:**	613.03.01 Design. 2) Replace "AASHTO Standard Specifications for Highway Bridges" with "AASHTO LRFD Bridge Design Specifications"
Subsection: **Revision:**	615.06.02 Add the following sentence to the end of the subsection. The ends of units shall be normal to walls and centerline except exposed edges shall be beveled ¾ inch.
Subsection: **Revision:**	615.06.03 Placement of Reinforcement in Precast 3-Sided Units. Replace the reference of 6.6 in the section to 615.06.06.
Subsection: **Revision:**	615.06.04 Placement of Reinforcement for Precast Endwalls. Replace the reference of 6.7 in the section to 615.06.07.
Subsection: **Revision:**	615.06.06 Laps, Welds, and Spacing for Precast 3-Sided Units. Replace the subsection with the following: Tension splices in the circumferential reinforcement shall be made by lapping. Laps may not be tack welded together for assembly purposes. For smooth welded wire fabric, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.5.2 and AASHTO 2012 Bridge Design Guide Section 5.11.6.3. For deformed welded wire fabric, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.5.1 and AASHTO 2012 Bridge Design Guide Section 5.11.6.2. The overlap of welded wire fabric shall be measured between the outer most longitudinal wires of each fabric sheet. For deformed billet-steel bars, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.1. For splices other than tension splices, the overlap shall be a minimum of 12" for welded wire fabric or deformed billet-steel bars. The spacing center to center of the circumferential wires in a wire fabric sheet shall be no less than 2 inches and no more than 4 inches. The spacing center to center of the longitudinal wires shall not be more than 8 inches. The spacing center to center of the longitudinal distribution steel for either line of reinforcing in the top slab shall be not more than 16 inches.
Subsection: **Revision:**	615.06.07 Laps, Welds, and Spacing for Precast Endwalls. Replace the subsection with the following: Splices in the reinforcement shall be made by lapping. Laps may not be tack welded together for assembly purposes. For smooth welded wire fabric, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.5.2 and AASHTO 2012 Bridge Design Guide Section 5.11.6.3. For deformed welded wire fabric, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.5.1 and AASHTO 2012 Bridge Design Guide Section 5.11.6.2. For deformed billet-steel bars, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.1. The spacing center-to-center of the wire fabric sheet shall not be less than 2 inches or more than 8 inches.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection:	615.08.01 Type of Test Specimen.
Revision:	Replace the subsection with the following: Start-up slump, air content, unit weight, and temperature tests will be performed each day on the first batch of concrete. Acceptable start-up results are required for production of the first unit. After the first unit has been established, random acceptance testing is performed daily for each 50 yd^3 (or fraction thereof). In addition to the slump, air content, unit weight, and temperature tests, a minimum of one set of cylinders shall be required each time plastic property testing is performed.
Subsection:	615.08.02 Compression Testing.
Revision:	Delete the second sentence.
Subsection:	615.08.04 Acceptability of Core Tests.
Revision:	Delete the entire subsection.
Subsection:	615.12 Inspection.
Revision:	Add the following sentences to the end of the subsection: Units will arrive at jobsite with the "Kentucky Oval" stamped on the unit which is an indication of acceptable inspection at the production facility. Units shall be inspected upon arrival for any evidence of damage resulting from transport to the jobsite.
Subsection:	716.02.02 Paint.
Revision:	Replace sentence with the following: Conform to Section 821.
Subsection:	716.03 CONSTRUCTION.
Revision:	Replace bullet 5) with the following: 5) AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims,
Subsection:	716.03.02 Lighting Standard Installation.
Revision:	Replace the second sentence with the following: Regardless of the station and offset noted, locate all poles/bases behind the guardrail a minimum of four feet from the front face of the guardrail to the front face of the pole base.
Subsection:	716.03.02 Lighting Standard Installation.
Part:	A) Conventional Installation.
Revision:	Replace the third sentence with the following: Orient the transformer base so the door is positioned on the side away from on-coming traffic.
Subsection:	716.03.02 Lighting Standard Installation.
Part:	A) Conventional Installation.
Number:	1) Breakaway Installation and Requirements.
Revision:	Replace the first sentence with the following: For breakaway supports, conform to Section 12 of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims.
Subsection:	716.03.02 Lighting Standard Installation.
Part:	B) High Mast Installation
Revision:	Replace the first sentence with the following: Install each high mast pole as noted on plans.
Subsection:	716.03.02 Lighting Standard Installation.
Part:	B) High Mast Installation
Number:	2) Concrete Base Installation
Revision:	Modification of Chart and succeeding paragraphs within this section:

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Drilled Shaft Depth Data							
Level Ground		3:1 Ground Slope		2:1 Ground Slope		1.5:1 Ground Slope (2)	
Soil	Rock	Soil	Rock	Soil	Rock	Soil	Rock
17 ft	7 ft	19 ft	7 ft	20 ft	7 ft	(1)	7 ft

Steel Requirements			
Vertical Bars		Ties or Spiral	
Size	Total	Size	Spacing or Pitch
#10	16	#4	12 inch

(1): Shaft length is 22' for cohesive soil only. For cohesionless soil, contact geotechnical branch for design.
(2): Do not construct high mast drilled shafts on ground slopes steeper than 1.5:1 without the approval of the Division of Traffic.

If rock is encountered during drilling operations and confirmed by the engineer to be of sound quality, the shaft is only required to be further advanced into the rock by the length of rock socket shown in the table. The total length of the shaft need not be longer than that of soil alone. Both longitudinal rebar length and number of ties or spiral length shall be adjusted accordingly.

If a shorter depth is desired for the drilled shaft, the contractor shall provide, for the state's review and approval, a detailed column design with individual site specific soil and rock analysis performed and approved by a Professional Engineer licensed in the Commonwealth of Kentucky.

Spiral reinforcement may be substituted for ties. If spiral reinforcement is used, one and one-half closed coils shall be provided at the ends of each spiral unit. Subsurface conditions consisting of very soft clay or very loose saturated sand could result in soil parameters weaker than those assumed. Engineer shall consult with the geotechnical branch if such conditions are encountered.

The bottom of the drilled hole shall be firm and thoroughly cleaned so no loose or compressible materials are present at the time of the concrete placement. If the drilled hole contains standing water, the concrete shall be placed using a tremie to displace water. Continuous concrete flow will be required to insure full displacement of any water.

The reinforcement and anchor bolts shall be adequately supported in the proper positions so no movement occurs during concrete placement. Welding of anchor bolts to the reinforcing cage is unacceptable, templates shall be used. Exposed portions of the foundation shall be formed to create a smooth finished surface. All forming shall be removed upon completion of foundation construction.

Subsection: 716.03.03 Trenching.
Part: A) Trenching of Conduit for Highmast Ducted Cables.
Revision: Add the following after the first sentence: If depths greater than 24 inches are necessary, obtain the Engineer's approval and maintain the required conduit depths coming into the junction boxes. No payment for additional junction boxes for greater depths will be allowed.

Supplemental Specifications to the Standard Specifications for Road and Bridge Construction, 2012 Edition Effective with the August 22, 2014 Letting

Subsection:	716.03.03 Trenching.
Part:	B) Trenching of Conduit for Non-Highmast Cables.
Revision:	Add the following after the second sentence: If depths greater than 24 inches are necessary for either situation listed previously, obtain the Engineer's approval and maintain the required conduit depths coming into the junction boxes. No payment for additional junction boxes for greater depths will be allowed.
Subsection:	716.03.10 Junction Boxes.
Revision:	Replace subsection title with the following: Electrical Junction Box.
Subsection:	716.04.07 Pole with Secondary Control Equipment.
Revision:	Replace the paragraph with the following: The Department will measure the quantity as each individual unit furnished and installed. The Department will not measure mounting the cabinet to the pole, backfilling, restoration, any necessary hardware to anchor pole, or electrical inspection fees, and will consider them incidental to this item of work. The Department will also not measure furnishing and installing electrical service conductors, specified conduits, meter base, transformer, service panel, fused cutout, fuses, lighting arrestors, photoelectrical control, circuit breaker, contactor, manual switch, ground rods, and ground wires and will consider them incidental to this item of work.
Subsection:	716.04.08 Lighting Control Equipment.
Revision:	Replace the paragraph with the following: The Department will measure the quantity as each individual unit furnished and installed. The Department will not measure constructing the concrete base, excavation, backfilling, restoration, any necessary anchors, or electrical inspection fees, and will consider them incidental to this item of work. The Department will also not measure furnishing and installing electrical service conductors, specified conduits, meter base, transformer, service panel, fused cutout, fuses, lighting arrestors, photoelectrical control, circuit breakers, contactor, manual switch, ground rods, and ground wires and will consider them incidental to this item of work.
Subsection:	716.04.09 Luminaire.
Revision:	Replace the first sentence with the following: The Department will measure the quantity as each individual unit furnished and installed.
Subsection:	716.04.10 Fused Connector Kits.
Revision:	Replace the first sentence with the following: The Department will measure the quantity as each individual unit furnished and installed.
Subsection:	716.04.13 Junction Box.
Revision:	Replace the subsection title with the following: Electrical Junction Box Type Various.
Subsection:	716.04.13 Junction Box.
Part:	A) Junction Electrical.
Revision:	Rename A) Junction Electrical to the following: A) Electrical Junction Box.
Subsection:	716.04.14 Trenching and Backfilling.
Revision:	Replace the second sentence with the following: The Department will not measure excavation, backfilling, underground utility warning tape (if required), the restoration of disturbed areas to original condition, and will consider them incidental to this item of work.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection: 716.04.18 Remove Lighting.
Revision: Replace the paragraph with the following:
The Department will measure the quantity as a lump sum for the removal of lighting equipment. The Department will not measure the disposal of all equipment and materials off the project by the contractor. The Department also will not measure the transportation of the materials and will consider them incidental to this item of work.

Subsection: 716.04.20 Bore and Jack Conduit.
Revision: Replace the paragraph with the following: The Department will measure the quantity in linear feet. This item shall include all work necessary for boring and installing conduit under an existing roadway. Construction methods shall be in accordance with Sections 706.03.02, paragraphs 1, 2, and 4.

Subsection: 716.05 PAYMENT.
Revision: Replace items 04810-04811, 20391NS835 and, 20392NS835 under Code, Pay Item, and Pay Unit with the following:

Code	Pay Item	Pay Unit
04810	Electrical Junction Box	Each
04811	Electrical Junction Box Type B	Each
20391NS835	Electrical Junction Box Type A	Each
20392NS835	Electrical Junction Box Type C	Each

Subsection: 723.02.02 Paint.
Revision: Replace sentence with the following: Conform to Section 821.

Subsection: 723.03 CONSTRUCTION.
Revision: Replace bullet 5) with the following: 5) AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims,

Subsection: 723.03.02 Poles and Bases Installation.
Revision: Replace the first sentence with the following:
Regardless of the station and offset noted, locate all poles/bases behind the guardrail a minimum of four feet from the front face of the guardrail to the front face of the pole base.

Subsection: 723.03.02 Poles and Bases Installation.
Part: A) Steel Strain and Mastarm Poles Installation
Revision: Replace the second paragraph with the following: For concrete base installation, see Section 716.03.02, B), 2), Paragraphs 2-7. Drilled shaft depth shall be based on the soil conditions encountered during drilling and slope condition at the site. Refer to the design chart below:

Subsection: 723.03.02 Poles and Bases Installation.
Part: B) Pedestal or Pedestal Post Installation.
Revision: Replace the fourth sentence of the paragraph with the following: For breakaway supports, conform to Section 12 of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection: **Part:** **Revision:**	723.03.03 Trenching. A) Under Roadway. Add the following after the second sentence: If depths greater than 24 inches are necessary, obtain the Engineer's approval and maintain ether required conduit depths coming into the junction boxes. No payment for additional junction boxes for greater depths will be allowed.
Subsection: **Revision:**	723.03.11 Wiring Installation. Add the following sentence between the fifth and sixth sentences: Provide an extra two feet of loop wire and lead-in past the installed conduit in poles, pedestals, and junction boxes.
Subsection: **Revision:**	723.03.12 Loop Installation. Replace the fourth sentence of the 2nd paragraph with the following: Provide an extra two feet of loop wire and lead-in past the installed conduit in poles, pedestals, and junction boxes.
Subsection: **Revision:**	723.04.02 Junction Box. Replace subsection title with the following: Electrical Junction Box Type Various.
Subsection: **Revision:**	723.04.03 Trenching and Backfilling. Replace the second sentence with the following: The Department will not measure excavation, backfilling, underground utility warning tape (if required), the restoration of disturbed areas to original condition, and will consider them incidental to this item of work.
Subsection: **Revision:**	723.04.10 Signal Pedestal. Replace the second sentence with the following: The Department will not measure excavation, concrete, reinforcing steel, specified conduits, fittings, ground rod, ground wire, backfilling, restoring disturbed areas, or other necessary hardware and will consider them incidental to this item of work.
Subsection: **Revision:**	723.04.15 Loop Saw Slot and Fill. Replace the second sentence with the following: The Department will not measure sawing, cleaning and filling induction loop saw slot, loop sealant, backer rod, and grout and will consider them incidental to this item of work.
Subsection: **Revision:**	723.04.16 Pedestrian Detector. Replace the paragraph with the following: The Department will measure the quantity as each individual unit furnished, installed and connected to pole/pedestal. The Department will not measure installing R10-3e (with arrow) sign, furnishing and installing mounting hardware for sign and will consider them incidental to this item of work.
Subsection: **Revision:**	723.04.18 Signal Controller- Type 170. Replace the second sentence with the following: The Department will not measure constructing the concrete base or mounting the cabinet to the pole, connecting the signal and detectors, excavation, backfilling, restoration, any necessary pole mounting hardware, electric service, or electrical inspection fees and will consider them incidental to this item of work. The Department will also not measure furnishing and connecting the induction of loop amplifiers, pedestrian isolators, load switches, model 400 modem card; furnishing and installing electrical service conductors, specified conduits, anchors, meter base, fused cutout, fuses, ground rods, ground wires and will consider them incidental to this item of work.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection:	723.04.20 Install Signal Controller - Type 170.
Revision:	Replace the paragraph with the following: The Department will measure the quantity as each individual unit installed. The Department will not measure constructing the concrete base or mounting the cabinet to the pole, connecting the signal and detectors, and excavation, backfilling, restoration, any necessary pole mounting hardware, electric service, or electrical inspection fees and will consider them incidental to this item of work. The Department will also not measure connecting the induction loop amplifiers, pedestrian, isolators, load switches, model 400 modem card; furnishing and installing electrical service conductors, specified conduits, anchors, meter base, fused cutout, fuses, ground rods, ground wires and will consider them incidental to this item of work.
Subsection:	723.04.22 Remove Signal Equipment.
Revision:	Replace the paragraph with the following: The Department will measure the quantity as a lump sum removal of signal equipment. The Department will not measure the return of control equipment and signal heads to the Department of Highways as directed by the District Traffic Engineer. The Department also will not measure the transportation of materials of the disposal of all other equipment and materials off the project by the contractor and will consider them incidental to this item of work.
Subsection:	723.04.28 Install Pedestrian Detector Audible.
Revision:	Replace the second sentence with the following: The Department will not measure installing sign R10-3e (with arrow) and will consider it incidental to this item of work.
Subsection:	723.04.29 Audible Pedestrian Detector.
Revision:	Replace the second sentence with the following: The Department will not measure furnishing and installing the sign R10-3e (with arrow) and will consider it incidental to this item of work.
Subsection:	723.04.30 Bore and Jack Conduit.
Revision:	Replace the paragraph with the following: The Department will measure the quantity in linear feet. This item shall include all work necessary for boring and installing conduit under an existing roadway. Construction methods shall be in accordance with Sections 706.03.02, paragraphs 1, 2, and 4.
Subsection:	723.04.31 Install Pedestrian Detector.
Revision:	Replace the paragraph with the following: The Department will measure the quantity as each individual unit installed and connected to pole/pedestal. The Department will not measure installing sign R 10-3e (with arrow) and will consider it incidental to this item of work.
Subsection:	723.04.32 Install Mast Arm Pole.
Revision:	Replace the second sentence with the following: The Department will not measure arms, signal mounting brackets, anchor bolts, or any other necessary hardware and will consider them incidental to this item of work.
Subsection:	723.04.33 Pedestal Post.
Revision:	Replace the second sentence with the following: The Department will not measure excavation, concrete, reinforcing steel, anchor bolts, conduit, fittings, ground rod, ground wire, backfilling, restoration, or any other necessary hardware and will consider them incidental to this item of work.

Supplemental Specifications to the Standard Specifications for Road and Bridge Construction, 2012 Edition Effective with the August 22, 2014 Letting

Subsection: 723.04.36 Traffic Signal Pole Base.
Revision: Replace the second sentence with the following: The Department will not measure excavation, reinforcing steel, anchor bolts, specified conduits, ground rods, ground wires, backfilling, or restoration and will consider them incidental to this item of work.

Subsection: 723.04.37 Install Signal Pedestal.
Revision: Replace the second sentence with the following: The Department will not measure excavation, concrete, reinforcing steel, anchor bolts, specified conduits, fittings, ground rod, ground wire, backfilling, restoration, or any other necessary hardware and will consider them incidental to this item of work.

Subsection: 723.04.38 Install Pedestal Post.
Revision: Replace the second sentence with the following: The Department will not measure excavation, concrete, reinforcing steel, anchor bolts, specified conduits, fittings, ground rod, ground wire, backfilling, restoration, or any other necessary hardware and will consider them incidental to this item of work.

Subsection: 723.05 PAYMENT.
Revision: Replace items 04810-04811, 20391NS835 and, 20392NS835 under Code, Pay Item, and Pay Unit with the following:

Code	Pay Item	Pay Unit
04810	Electrical Junction Box	Each
04811	Electrical Junction Box Type B	Each
20391NS835	Electrical Junction Box Type A	Each
20392NS835	Electrical Junction Box Type C	Each

Subsection: 804.01.02 Crushed Sand.
Revision: Delete last sentence of the section.

Subsection: 804.01.06 Slag.
Revision: Add subsection and following sentence.
Provide blast furnace slag sand where permitted. The Department will allow steel slag sand only in asphalt surface applications.

Subsection: 804.04 Asphalt Mixtures.
Revision: Replace the subsection with the following:
Provide natural, crushed, conglomerate, or blast furnace slag sand, with the addition of filler as necessary, to meet gradation requirements. The Department will allow any combination of natural, crushed, conglomerate or blast furnace slag sand when the combination is achieved using cold feeds at the plant. The Engineer may allow other fine aggregates.

Subsection: 806.03.01 General Requirements.
Revision: Replace the second sentence of the paragraph with the following:
Additionally, the material must have a minimum solubility of 99.0 percent when tested according to AASHTO T 44 and PG 76-22 must exhibit a minimum recovery of 60 percent, with a J_{NR} (nonrecoverable creep compliance) between 0.1 and 0.5, when tested according to AASHTO TP 70.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection: **Table:** **Revision:**	806.03.01 General Requirements. PG Binder Requirements and Price Adjustment Schedule Replace the Elastic Recovery, % [3] (AASHTO T301) and all corresponding values in the table with the following: Test | Specification | 100% Pay | 90% Pay | 80% Pay | 70% Pay | 50%Pay[1] MSCR recovery, % [3] (AASHTO TP 70) | 60 Min. | ≥58 | 56 | 55 | 54 | <53
Subsection: **Table:** **Superscript:** **Revision:**	806.03.01 General Requirements. PG Binder Requirements and Price Adjustment Schedule (3) Replace [3] with the following: Perform testing at 64°C.
Subsection: **Revision:**	813.04 Gray Iron Castings. Replace the reference to "AASHTO M105" with "ASTM A48".
Subsection: **Number:** **Revision:**	813.09.02 High Strength Steel Bolts, Nuts, and Washers. A) Bolts. Delete first paragraph and "Hardness Number" Table. Replace with the following: A) Bolts. Conform to ASTM A325 (AASHTO M164) or ASTM A490 (AASHTO 253) as applicable.
Subsection: **Revision:**	814.04.02 Timber Guardrail Posts. Third paragraph, replace the reference to "AWPA C14" with "AWPA U1, Section B, Paragraph 4.1".
Subsection: **Revision:**	814.04.02 Timber Guardrail Posts. Replace the first sentence of the fourth paragraph with the following: Use any of the species of wood for round or square posts covered under AWPA U1.
Subsection: **Revision:**	814.04.02 Timber Guardrail Posts. Fourth paragraph, replace the reference to "AWPA C2" with "AWPA U1, Section B, Paragraph 4.1".
Subsection: **Revision:**	814.04.02 Timber Guardrail Posts. Delete the second sentence of the fourth paragraph.
Subsection: **Revision:**	814.05.02 Composite Plastic. 1) Add the following to the beginning of the first paragraph: Select composite offset blocks conforming to this section and assure blocks are from a manufacturer included on the Department's List of Approved Materials. 2) Delete the last paragraph of the subsection.
Subsection: **Revision:**	816.07.02 Wood Posts and Braces. First paragraph, replace the reference to "AWPA C5" with "AWPA U1, Section B, Paragraph 4.1".
Subsection: **Revision:**	816.07.02 Wood Posts and Braces. Delete the second sentence of the first paragraph.
Subsection: **Revision:**	818.07 Preservative Treatment. First paragraph, replace all references to "AWPA C14" with "AWPA U1, Section A".

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection: **Revision:**	834.14 Lighting Poles. Replace the first sentence with the following: Lighting pole design shall be in accordance with loading and allowable stress requirements of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims, with the exception of the following: The Cabinet will waive the requirement stated in the first sentence of Section 5.14.6.2 – Reinforced Holes and Cutouts for high mast poles (only). The minimum diameter at the base of the pole shall be 22 inches for high mast poles (only).
Subsection **Revision:**	834.14.03 High Mast Poles. Remove the second and fourth sentence from the first paragraph.
Subsection **Revision:**	834.14.03 High Mast Poles. Replace the third paragraph with the following: Provide calculations and drawings that are stamped by a Professional Engineer licensed in the Commonwealth of Kentucky.
Subsection: **Revision:**	834.14.03 High Mast Poles. Replace paragraph six with the following: Provide a pole section that conforms to ASTM A 595 grade A with a minimum yield strength of 55 KSI or ASTM A 572 with a minimum yield strength of 55 KSI. Use tubes that are round or 16 sided with a four inch corner radius, have a constant linear taper of .144 in/ft and contain only one longitudinal seam weld. Circumferential welded tube butt splices and laminated tubes are not permitted. Provide pole sections that are telescopically slip fit assembled in the field to facilitate inspection of interior surface welds and the protective coating. The minimum length of the telescopic slip splices shall be 1.5 times the inside diameter of the exposed end of the female section. Use longitudinal seam welds as commended in Section 5.15 of the AASHTO 2013 Specifications. The thickness of the transverse base shall not be less than 2 inches. Plates shall be integrally welded to the tubes with a telescopic welded joint or a full penetration groove weld with backup bar. The handhole cover shall be removable from the handhole frame. One the frame side opposite the hinge, provide a mechanism on the handhole cover/frame to place the Department's standard padlock as specified in Section 834.25. The handhole frame shall have two stainless studs installed opposite the hinge to secure the handhole cover to the frame which includes providing stainless steel wing nuts and washers. The handhole cover shall be manufactured from 0.25 inch thick galvanized steel (ASTM A 153) and have a neoprene rubber gasket that is permanently secured to the handhole frame to insure weather-tight protection. The hinge shall be manufactured from 7-guage stainless steel to provide adjustability to insure weather-tight fit for the cover. The minimum clear distance between the transverse plate and the bottom opening of the handhole shall not be less than the diameter of the bottom tube of the pole but needs to be at least 15 inches. Provide products that are hot-dip galvanized to the requirements of either ASTM A123 (fabricated products) or ASTM A 153 (hardware items).
Subsection: **Revision:**	834.16 ANCHOR BOLTS. Insert the following sentence at the beginning of the paragraph: The anchor bolt design shall follow the NCHRP Report 494 Section 2.4 and NCHRP 469 Appendix A Specifications.

Supplemental Specifications to the
Standard Specifications for Road and Bridge Construction, 2012 Edition
Effective with the August 22, 2014 Letting

Subsection: **Revision:**	834.17.01 Conventional. Add the following sentence after the second sentence: Provide a waterproof sticker mounted on the bottom of the housing that is legible from the ground and indicates the wattage of the fixture by providing the first two numbers of the wattage.
Subsection: **Revision:**	834.21.01 Waterproof Enclosures. Replace the last five sentences in the second paragraph with the following sentences: Provide a cabinet door with a louvered air vent, filter-retaining brackets and an easy to clean metal filter. Provide a cabinet door that is keyed with a factory installed standard no. 2 corbin traffic control key. Provide a light fixture with switch and bulb. Use a 120-volt fixture and utilize a L.E.D. bulb (equivalent to 60 watts minimum). Fixture shall be situated at or near the top of the cabinet and illuminate the contents of the cabinet. Provide a 120 VAC GFI duplex receptacle in the enclosure with a separate 20 amp breaker.
Subsection: **Revision:**	835.07 Traffic Poles. Replace the first sentence of the first paragraph with the following: Pole diameter and wall thickness shall be calculated in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims.
Subsection: **Revision:**	835.07 Traffic Poles. *Replace the first sentence of the fourth paragraph with the following: Ensure transverse plates have a thickness ≥ 2 inches. *Add the following sentence to the end of the fourth paragraph: The bottom pole diameter shall not be less than 16.25 inches.
Subsection: **Revision:**	835.07 Traffic Poles. Replace the third sentence of the fifth paragraph with the following: For anchor bolt design, pole forces shall be positioned in such a manner to maximize the force on any individual anchor bolt regardless of the actual anchor bolt orientation with the pole.
Subsection: **Revision:**	835.07 Traffic Poles. Replace the first and second sentence of the sixth paragraph with the following: The pole handhole shall be 25 inches by 6.5 inches. The handhole cover shall be removable from the handhole frame. On the frame side opposite the hinge, provide a mechanism on the handhole cover/frame to place the Department's standard padlock as specified in Section 834.25. The handhole frame shall have two stainless studs installed opposite the hinge to secure the handhole cover to the frame which includes providing stainless steel wing nuts and washers. The handhole cover shall be manufactured from 0.25 inch thick galvanized steel (ASTM 153) and have a neoprene rubber gasket that is permanently secured to the handhole frame to insure weather-tight protection. The hinge shall be manufactured from 7 gauge stainless steel to provide adjustability to insure a weather-tight fit for the cover. The minimum clear distance between the transverse plate and the bottom opening of the handhole shall not be less than the diameter of the bottom tube but needs to be at least 12 inches.

Supplemental Specifications to the Standard Specifications for Road and Bridge Construction, 2012 Edition Effective with the August 22, 2014 Letting

Subsection:	835.07 Traffic Poles.
Revision:	*Replace the first sentence of the last paragraph with the following: Provide calculations and drawings that are stamped by a Professional Engineer licensed in the Commonwealth of Kentucky. *Replace the third sentence of the last paragraph with the following: All tables referenced in 835.07 are found in the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims.
Subsection:	835.07.01 Steel Strain Poles.
Revision:	Replace the second sentence of the second paragraph with the following: The detailed analysis shall be certified by a Professional Engineer licensed in the Commonwealth of Kentucky.
Subsection:	835.07.01 Steel Strain Poles.
Revision:	Replace number 7. after the second paragraph with the following: 7. Fatigue calculations should be shown for all fatigue related connections. Provide the corresponding detail, stress category and example from table 11.9.3.1-1.
Subsection:	835.07.02 Mast Arm Poles.
Revision:	Replace the second sentence of the fourth paragraph with the following: The detailed analysis shall be certified by a Professional Engineer licensed in the Commonwealth of Kentucky.
Subsection:	835.07.02 Mast Arm Poles.
Revision:	Replace number 7) after the fourth paragraph with the following: 7) Fatigue calculations should be shown for all fatigue related connections. Provide the corresponding detail, stress category and example from table 11.9.3.1-1.
Subsection:	835.07.03 Anchor Bolts.
Revision:	Add the following to the end of the paragraph: There shall be two steel templates (one can be used for the headed part of the anchor bolt when designed in this manner) provided per pole. Templates shall be contained within a 26.5 inch diameter. All templates shall be fully galvanized (ASTM A 153).
Subsection:	835.16.05 Optical Units.
Revision:	Replace the 3rd paragraph with the following: The list of certified products can be found on the following website: http://www.intertek.com.
Subsection:	835.19.01 Pedestrian Detector Body.
Revision:	Replace the first sentence with the following: Provide a four holed pole mounted aluminum rectangular housing that is compatible with the pedestrian detector.
Subsection:	843.01.01 Geotextile Fabric.
Table:	TYPE I FABRIC GEOTEXTILES FOR SLOPE PROTECTION AND CHANNEL LINING
Revision:	Add the following to the chart:

Property	Minimum Value[(1)]	Test Method
CBR Puncture (lbs)	494	ASTM D6241
Permittivity (1/s)	0.7	ASTM D4491

Supplemental Specifications to the Standard Specifications for Road and Bridge Construction, 2012 Edition Effective with the August 22, 2014 Letting

Subsection: 843.01.01 Geotextile Fabric.
Table: TYPE II FABRIC GEOTEXTILES FOR UNDERDRAINS
Revision: Add the following to the chart:

Property	Minimum Value[1]	Test Method
CBR Puncture (lbs)	210	ASTM D6241
Permittivity (1/s)	0.5	ASTM D4491

Subsection: 843.01.01 Geotextile Fabric.
Table: TYPE III FABRIC GEOTEXTILES FOR SUBGRADE OR EMBANKMENT STABILIZATION
Revision: Add the following to the chart:

Property	Minimum Value[1]	Test Method
CBR Puncture (lbs)	370	ASTM D6241
Permittivity (1/s)	0.05	ASTM D4491

Subsection: 843.01.01 Geotextile Fabric.
Table: TYPE IV FABRIC GEOTEXTILES FOR EMBANKMENT DRAINAGE BLANKETS AND PAVEMENT EDGE DRAINS
Revision: Add the following to the chart:

Property	Minimum Value[1]	Test Method
CBR Puncture (lbs)	309	ASTM D6241
Permittivity (1/s)	0.5	ASTM D4491

Subsection: 843.01.01 Geotextile Fabric.
Table: TYPE V HIGH STRENGTH GEOTEXTILE FABRIC
Revision: Make the following changes to the chart:

Property	Minimum Value[1]	Test Method
CBR Puncture (lbs)	618	ASTM D6241
Grab Strength (lbs)	700	ASTM D4632
Apparent Opening Size	U.S. #40[3]	ASTM D4751

[3] Maximum average roll value.

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS

LABOR AND WAGE REQUIREMENTS
APPLICABLE TO OTHER THAN FEDERAL-AID SYSTEM PROJECTS

I. APPLICATION

1. These contract provisions shall apply to all work performed on the contract by the contractor with his own organization and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piecework, station work or by subcontract. The contractor's organization shall be construed to include only workmen employed and paid directly by the contractor and equipment owned or rented by him, with or without operators.

2. The contractor shall insert in each of his subcontracts all of the stipulations contained in these Required Provisions and such other stipulations as may be required.

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

II. NONDISCRIMINATION OF EMPLOYEES

AN ACT OF THE KENTUCKY
GENERAL ASSEMBLY TO PREVENT
DISCRIMINATION IN EMPLOYMENT
KRS CHAPTER 344
EFFECTIVE JUNE 16, 1972

The contract on this project, in accordance with KRS Chapter 344, provides that during the performance of this contract, the contractor agrees as follows:

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (between forty and seventy); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age (between forty and seventy). The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

2. The contractor shall not print or publish or cause to be printed or published a notice or advertisement relating to employment by such an employer or membership in or any classification or referral for employment by the employment agency, indicating any preference, limitation, specification, or discrimination, based on race, color, religion, national origin, sex, disability or age (between forty and seventy), except that such notice or advertisement may indicate a preference, limitation, or specification based on religion, or national origin when religion, or national origin is a bona fide occupational qualification for employment.

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual because of his race, color, religion, national origin, sex, disability or age (between forty and seventy), in admission to, or employment in any program established to provide apprenticeship or other training.

4. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment. The contractor will take such action with respect to any subcontract or purchase order as the administrating agency may direct as a means of enforcing such provisions, including sanctions for non-compliance.

III. PAYMENT OF PREDETERMINED MINIMUM WAGES

1. These special provisions are supplemented elsewhere in the contract by special provisions which set forth certain predetermined minimum wage rates. The contractor shall pay not less than those rates.

2. The minimum wage determination schedule shall be posted by the contractor, in a manner prescribed by the Department of Highways, at the site of the work in prominent places where it can be easily seen by the workers.

IV. STATEMENTS AND PAYROLLS

1. All contractors and subcontractors affected by the terms of KRS 337.505 to 337.550 shall keep full and accurate payroll records covering all disbursements of wages to their employees to whom they are required to pay not less than the prevailing rate of wages. Payrolls and basic records relating thereto will be maintained during the course of the work and preserved for a period of one (1) year from the date of completion of this contract.

2. The payroll records shall contain the name, address and social security number of each employee, his correct classification, rate of pay, daily and weekly number of hours worked, itemized deductions made and actual wages paid.

3. The contractor shall make his daily records available at the project site for inspection by the State Department of Highways contracting office or his authorized representative.

Periodic investigations shall be conducted as required to assure compliance with the labor provisions of the contract. Interrogation of employees and officials of the contractor shall be permitted during working hours.

Aggrieved workers, Highway Managers, Assistant District Engineers, Resident Engineers and Project Engineers shall report all complaints and violations to the Division of Contract Procurement.

The contractor shall be notified in writing of apparent violations. The contractor may correct the reported violations and notify the Department of Highways of the action taken or may request an informal hearing. The request for hearing shall be in writing within ten (10) days after receipt of the notice of the reported violation. The contractor may submit

records and information which will aid in determining the true facts relating to the reported violations.

Any person or organization aggrieved by the action taken or the findings established as a result of an informal hearing by the Division of Contract Procurement may request a formal hearing.

4. The wages of labor shall be paid in legal tender of the United States, except that this condition will be considered satisfied if payment is made by a negotiable check, on a solvent bank, which may be cashed readily by the employee in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payments, the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.

5. No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.

6. No laborers shall be charged for any tools used in performing their respective duties except for reasonably avoidable loss or damage thereto.

7. Every employee on the work covered by this contract shall be permitted to lodge, board, and trade where and with whom he elects and neither the contractor nor his agents, nor his employees shall directly or indirectly require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

8. Every employee on the project covered by this contract shall be an employee of either the prime contractor or an approved subcontractor.

9. No charge shall be made for any transportation furnished by the contractor or his agents to any person employed on the work.

10. No individual shall be employed as a laborer or mechanic on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks or other equipment from individuals.

No Covered employee may be employed on the work except in accordance with the classification set forth in the schedule mentioned above; provided, however, that in the event additional classifications are required, application shall be made by the contractor to the Department of Highways and (1) the Department shall request appropriate classifications and rates from the proper agency, or (2) if there is urgent need for additional classification to avoid undue delay in the work, the contractor may employ such workmen at rates deemed comparable to rates established for similar classifications provided he has made written application through the Department of Highways, addressed to the proper agency, for the supplemental rates. The contractor shall retroactively adjust, upon receipt of the supplemental rates schedule, the wages of any employee paid less than the established rate and may adjust the wages of any employee overpaid.

11. 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 laborer or mechanic in any work-week in which he is employed on such work, to work in excess of eight hours in any calendar day or in excess of forty hours in such work-week unless such laborer or mechanic receives compensation at a rate not less than one and one half times his basic rate of pay for all hours worked in excess of eight hours in any calendar day or in excess of forty hours in such work-week. A laborer, workman or mechanic and an employer may enter into a written agreement or a collective bargaining agreement to work more than eight (8) hours a calendar day but not more than ten (10) hours a calendar day for the straight time hourly rate. This agreement shall be in writing and shall be executed prior to the employee working in excess of eight (8) hours, but not more than ten (10) hours, in any one (1) calendar day.

12. Payments to the contractor may be suspended or withheld due to failure of the contractor to pay any laborer or mechanic employed or working on the site of the work, all or part of the wages required under the terms of the contract. The Department may suspend or withhold payments only after the contractor has been given written notice of the alleged violation and the contractor has failed to comply with the wage determination of the Department of Highways.

13. Contractors and subcontractors shall comply with the sections of Kentucky Revised Statutes, Chapter 337 relating to contracts for Public Works.

Revised 2-16-95

EXECUTIVE BRANCH CODE OF ETHICS

In the 1992 regular legislative session, the General Assembly passed and Governor Brereton Jones signed Senate Bill 63 (codified as KRS 11A), the Executive Branch Code of Ethics, which states, in part:

> KRS 11A.040 (6) provides:
>
> No present or former public servant shall, within six (6) months of following termination of his office or employment, accept employment, compensation or other economic benefit from any person or business that contracts or does business with the state in matters in which he was directly involved during his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved in state government. This subsection shall not prohibit the performance of ministerial functions, including, but not limited to, filing tax returns, filing applications for permits or licenses, or filing incorporation papers.
>
> KRS 11A.040 (8) states:
>
> A former public servant shall not represent a person in a matter before a state agency in which the former public servant was directly involved, for a period of one (1) year after the latter of:
> a) The date of leaving office or termination of employment; or
> b) The date the term of office expires to which the public servant was elected.

This law is intended to promote public confidence in the integrity of state government and to declare as public policy the idea that state employees should view their work as a public trust and not as a way to obtain private benefits.

If you have worked for the executive branch of state government within the past six months, you may be subject to the law's prohibitions. The law's applicability may be different if you hold elected office or are contemplating representation of another before a state agency.

Also, if you are affiliated with a firm which does business with the state and which employs former state executive-branch employees, you should be aware that the law may apply to them.

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, Room 136, Capitol Building, 700 Capitol Avenue, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Kentucky Equal Employment Opportunity Act of 1978

The requirements of the Kentucky Equal Employment Opportunity Act of 1978 (KRS 45.560-45.640) shall apply to this Contract. The apparent low Bidder will be required to submit EEO forms to the Division of Construction Procurement, which will then forward to the Finance and Administration Cabinet for review and approval. No award will become effective until all forms are submitted and EEO/CC has certified compliance. The required EEO forms are as follows:

- EEO-1: Employer Information Report
- Affidavit of Intent to Comply
- Employee Data Sheet
- Subcontractor Report

These forms are available on the Finance and Administration's web page under ***Vendor Information, Standard Attachments and General Terms*** at the following address: **https://www.eProcurement.ky.gov**.

Bidders currently certified as being in compliance by the Finance and Administration Cabinet may submit a copy of their approval letter in lieu of the referenced EEO forms.

For questions or assistance please contact the Finance and Administration Cabinet by email at **finance.contractcompliance@ky.gov** or by phone at 502-564-2874.

General Decision Number: KY140102 10/24/2014 KY102

Superseded General Decision Number: KY20130102

State: Kentucky

Construction Type: Highway

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

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

Modification Number	Publication Date
0	01/03/2014
1	04/04/2014
2	04/18/2014
3	05/16/2014
4	05/23/2014
5	06/06/2014
6	07/04/2014
7	07/18/2014
8	08/01/2014
9	10/24/2014

* BRIN0004-002 06/01/2014

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

	Rates	Fringes
BRICKLAYER		
Ballard, Caldwell, Carlisle, Crittenden, Fulton, Graves, Hickman, Livingston, Lyon, Marshall, and McCracken Counties	$ 29.52	13.37
Butler, Edmonson, Hopkins, Muhlenberg, and Ohio Counties	$ 24.61	10.22
Daviess, Hancock, Henderson, McLean, Union, and Webster Counties	$ 28.68	13.72

---

* BRTN0004-005 06/01/2014

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

	Rates	Fringes
BRICKLAYER	$ 25.37	10.50

CARP0357-002 04/01/2014

	Rates	Fringes
CARPENTER	$ 27.50	14.92
Diver	$ 41.63	14.92
PILEDRIVERMAN	$ 27.75	14.92

ELEC0369-006 05/29/2013

BUTLER, EDMONSON, LOGAN, TODD & WARREN COUNTIES:

	Rates	Fringes
ELECTRICIAN	$ 29.48	14.37

ELEC0429-001 02/01/2010

ALLEN & SIMPSON COUNTIES:

	Rates	Fringes
ELECTRICIAN	$ 21.85	10.35

ELEC0816-002 06/01/2014

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

	Rates	Fringes
ELECTRICIAN	$ 30.82	25.5%+5.85

Cable spicers receive $.25 per hour additional.

ELEC1701-003 06/01/2013

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

	Rates	Fringes
ELECTRICIAN	$ 30.03	13.72

Cable spicers receive $.25 per hour additional.

ELEC1925-002 06/01/2014

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

	Rates	Fringes
CABLE SPLICER	$ 25.00	10.27
ELECTRICIAN	$ 24.80	11.01

ENGI0181-017 07/01/2014

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
GROUP 1	$ 28.85	14.15
GROUP 2	$ 26.24	14.15
GROUP 3	$ 26.65	14.15
GROUP 4	$ 25.95	14.15

OPERATING ENGINEER CLASSIFICATIONS

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

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

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

servicing Heavy Equipment

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

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

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

IRON0070-005 06/01/2014

BUTLER COUNTY (Eastern eighth, including the Townships of Decker, Lee & Tilford);
EDMONSON COUNTY (Northern three-fourths, including the Townships of Asphalt, Bee Spring, Brownsville, Grassland, Huff, Kyrock, Lindseyville, Mammoth Cave, Ollie, Prosperity, Rhoda, Sunfish & Sweden)

	Rates	Fringes
IRONWORKER		
Structural; Ornamental; Reinforcing; Precast Concrete Erectors	$ 26.97	19.75

IRON0103-004 04/01/2013

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

	Rates	Fringes
Ironworkers	$ 27.82	16.555

IRON0492-003 05/01/2013

ALLEN, LOGAN, SIMPSON, TODD & WARREN COUNTIES
BUTLER COUNTY (Southern third, including the Townships of Boston, Berrys Lick, Dimple, Jetson, Quality, Sharer, Sugar Grove & Woodbury);
CHRISTIAN COUNTY (Eastern two-thirds, including the Townships of Bennettstown, Casky, Herndon, Hopkinsville, Howell, Masonville, Pembroke & Thompsonville);
EDMONSON COUNTY (Southern fourth, including the Townships of Chalybeate & Rocky Hill);
MUHLENBERG COUNTY (Southern eighth, including the Townships of Dunnior, Penrod & Rosewood)

	Rates	Fringes
Ironworkers:	$ 23.84	10.96

IRON0782-006 05/01/2014

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

	Rates	Fringes
Ironworkers:		
Projects with a total contract cost of $20,000,000.00 or above	$ 27.09	20.66
All Other Work	$ 25.50	19.02

LABO0189-005 07/01/2014

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

	Rates	Fringes
Laborers:		
GROUP 1	$ 21.50	12.26
GROUP 2	$ 21.75	12.26
GROUP 3	$ 21.80	12.26
GROUP 4	$ 22.40	12.26

LABORER CLASSIFICATIONS

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

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

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

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

---

LABO0189-006 07/01/2014

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

	Rates	Fringes
Laborers:		
GROUP 1	$ 22.66	11.10
GROUP 2	$ 22.91	11.10
GROUP 3	$ 22.96	11.10
GROUP 4	$ 23.56	11.10

LABORER CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter Tender; Cement Mason Tender; Cleaning of Machines;

Concrete; Demolition; Dredging; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level D; Flagperson; Grade Checker; Hand Digging & Hand Back Filling; Highway Marker Placer; Landscaping, Mesh Handler & Placer; Puddler; Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail & Fence Installer; Signal Person; Sound Barrier Installer; Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper; Wrecking of Concrete Forms; General Cleanup

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

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

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

---

LABO0561-001 07/01/2014

CRITTENDEN, HENDERSON, UNION & WEBSTER COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1	$ 21.36	12.65
GROUP 2	$ 21.61	12.65
GROUP 3	$ 21.66	12.65
GROUP 4	$ 22.26	12.65

LABORER CLASSIFICATIONS

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

Wrecking of Concrete Forms; General Cleanup

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

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

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

---

PAIN0032-002 05/01/2013

BALLARD COUNTY

	Rates	Fringes
Painters:		
Bridges	$ 30.56	15.18
All Other Work	$ 28.26	15.18

Spray, Blast, Steam, High & Hazardous (Including Lead Abatement) and All Epoxy - $1.00 Premium

---

PAIN0118-003 06/01/2014

EDMONSON COUNTY:

	Rates	Fringes
Painters:		
Brush & Roller	$ 18.50	12.02
Spray, Sandblast, Power Tools, Waterblast & Steam Cleaning	$ 19.00	12.02

PAIN0156-006 04/01/2014

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

	Rates	Fringes
Painters:		
BRIDGES		
GROUP 1	$ 27.20	12.51
GROUP 2	$ 27.45	12.51
GROUP 3	$ 28.20	12.51
GROUP 4	$ 29.20	12.51
ALL OTHER WORK:		
GROUP 1	$ 26.05	12.51
GROUP 2	$ 26.30	12.51
GROUP 3	$ 27.05	12.51
GROUP 4	$ 28.05	12.51

PAINTER CLASSIFICATIONS

GROUP 1 - Brush & Roller

GROUP 2 - Plasterers

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

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

---

PAIN0456-003 07/01/2011

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

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

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

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

PAIN0500-002 06/01/2014

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

	Rates	Fringes
Painters:		
Bridges	$ 26.45	12.05
All Other Work	$ 20.20	12.05

Waterblasting units with 3500 PSI and above - $.50 premium
Spraypainting and all abrasive blasting - $1.00 premium
Work 40 ft. and above ground level - $1.00 premium

PLUM0184-002 07/01/2013

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

	Rates	Fringes
Plumber; Steamfitter	$ 33.11	14.83

PLUM0502-004 08/01/2013

ALLEN, BUTLER, EDMONSON, SIMPSON & WARREN

	Rates	Fringes
Plumber; Steamfitter	$ 32.00	17.17

PLUM0633-002 08/01/2013

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

	Rates	Fringes
PLUMBER/PIPEFITTER	$ 29.87	14.25

TEAM0089-003 03/30/2014

ALLEN, BUTLER, EDMONSON, LOGAN, SIMPSON & WARREN COUNTIES

	Rates	Fringes
Truck drivers:		
Zone 1:		
Group 1	$ 19.58	17.83
Group 2	$ 19.76	17.83
Group 3	$ 19.84	17.83
Group 4	$ 19.86	17.83

GROUP 1 - Greaser; Tire Changer

GROUP 2 - Truck Mechanic; Single Axle Dump; Flat Bed; All Terrain Vehicles when used to haul materials; Semi Trailer or Pole Trailer when used to pull building materials and equipment; Tandem Axle Dump; Driver of Distributors

GROUP 3 - Mixer All Types

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

---

TEAM0215-003 03/31/2013

DAVIESS, HANCOCK, HENDERSON, HOPKINS, MCLEAN, MUHLENBERG, OHIO & WEBSTER COUNTIES

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 20.93	16.85
Group 2	$ 21.16	16.85
Group 3	$ 21.23	16.85
Group 4	$ 21.24	16.85

GROUP 1: Greaser, Tire Changer

GROUP 2: Truck Mechanic

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

GROUP 4: Euclid and other heavy earth moving equipment; Low Boy; Articulator Cat; 5 Axle Vehicle; Winch and A- Frame when used in transporting materials; Ross Carrier; Fork Lift when used to transport building materials; Driver on Pavement Breaker

---

TEAM0236-001 03/31/2013

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

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 19.38	16.85
Group 2	$ 19.56	16.85
Group 3	$ 19.56	16.85
Group 4	$ 19.66	16.85
Group 5	$ 19.64	16.85

GROUP 1: Greaser, Tire Changer

GROUP 2: Truck Mechanic

GROUP 3: Single Axle Dump; Flat Bed; All Terrain Vehicle when used to haul materials; Semi Trailer or Pole Trailer when used to pull building materials and equipment; Tandem Axle Dump; Drivers of Distributors

GROUP 4: Euclid and other heavy earth moving equipment; Low Boy; Articulator Cat; Five Axle Vehicle; Winch and A-Frame when used in transporting materials; Ross Carrier

GROUP 5: Mixer All Types

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

==========

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

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is union or non-union.

Union Identifiers

An identifier enclosed in dotted lines beginning with characters other than "SU" denotes that the union classification and rate have found to be prevailing for that classification. Example: PLUM0198-005 07/01/2011. The first four letters , PLUM, indicate the international union and the four-digit number, 0198, that follows 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, 07/01/2011, following these characters is the effective date of the most current negotiated rate/collective bargaining agreement which would be July 1, 2011 in the above example.

Union prevailing wage rates will be updated to reflect any changes in the collective bargaining agreements governing the rates.

0000/9999: weighted union wage rates will be published annually each January.

Non-Union Identifiers

Classifications listed under an "SU" identifier were derived from survey data by computing average rates and are not union rates; however, the data used in computing these rates may include both union and non-union data. Example: SULA2004-007 5/13/2010. SU indicates the rates are not union majority rates, LA indicates the State of Louisiana; 2004 is the year of the survey; and 007 is an internal number used in producing the wage determination. A 1993 or later date, 5/13/2010, indicates the classifications and rates under that identifier were issued as a General Wage Determination on that date.

Survey wage rates will remain in effect and will not change until a new survey is conducted.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor

200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

==========

END OF GENERAL DECISION

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

These rates are listed pursuant to the Kentucky Determination No. CR-14-I-HWY dated July 14, 2014.

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

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

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

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

TO: EMPLOYERS/EMPLOYEES

PREVAILING WAGE SCHEDULE:

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

OVERTIME:

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

Diana Castle Radcliffe, P.E.
Director, Division of Construction Procurement
Frankfort, Kentucky 40622

PART IV

INSURANCE

INSURANCE

The Contractor shall procure and maintain the following insurance in addition to the insurance required by law:

1) Commercial General Liability-Occurrence form – not less than $2,000,000 General aggregate, $2,000,000 Products & Completed Aggregate, $1,000,000 Personal & Advertising, $1,000,000 each occurrence.

2) Automobile Liability- $1,000,000 per accident

3) Employers Liability:

   a) $100,000 Each Accident Bodily Injury
   b) $500,000 Policy limit Bodily Injury by Disease
   c) $100,000 Each Employee Bodily Injury by Disease

4) The insurance required above must be evidenced by a Certificate of Insurance and this Certificate of Insurance must contain one of the following statements:
   a) "policy contains no deductible clauses."
   b) "policy contains _____ (amount) deductible property damage clause but company will pay claim and collect the deductible from the insured."

5) KENTUCKY WORKMEN'S COMPENSATION INSURANCE. The contractor shall furnish evidence of coverage of all his employees or give evidence of self-insurance by submitting a copy of a certificate issued by the Workmen's Compensation Board.

The cost of insurance is incidental to all contract items. All subcontractors must meet the same minimum insurance requirements.

PART V

BID ITEMS

141067

PROPOSAL BID ITEMS

Report Date 10/29/14

Section: 0001 - PAVING-ASPHALT

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	83,674.00	TON		$	
0020	00100		ASPHALT SEAL AGGREGATE	1,424.00	TON		$	
0030	00103		ASPHALT SEAL COAT	172.00	TON		$	
0040	00203		CL2 ASPH BASE 1.50D PG64-22	16,426.00	TON		$	
0050	00205		CL3 ASPH BASE 1.50D PG64-22	29,234.00	TON		$	
0060	00212		CL2 ASPH BASE 1.00D PG64-22	35,044.00	TON		$	
0070	00214		CL3 ASPH BASE 1.00D PG64-22	69,100.00	TON		$	
0080	00309		CL2 ASPH SURF 0.50D PG64-22	10,739.00	TON		$	
0090	00330		CL3 ASPH SURF 0.50A PG64-22	15,430.00	TON		$	
0100	02058		REMOVE PCC PAVEMENT	39,436.00	SQYD		$	
0110	02107		BREAKING AND SEATING PAVEMENT	137,316.00	SQYD		$	
0120	02200		ROADWAY EXCAVATION	10,412.00	CUYD		$	
0130	02230		EMBANKMENT IN PLACE	13,114.00	CUYD		$	
0140	02235		BACKFILLING UNDERCUT	5,067.00	CUYD		$	
0150	02585		EDGE KEY	100.00	LF		$	
0160	02598		FABRIC-GEOTEXTILE TYPE III	30,400.00	SQYD		$	
0170	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		$	
0180	02677		ASPHALT PAVE MILLING & TEXTURING	2,348.00	TON		$	
0190	02696		SHOULDER RUMBLE STRIPS-SAWED	72,250.00	LF		$	
0200	10203ND		PAVEMENT ADJUSTMENT ASPHALT	1.00	LS	,356,109.00	$	$1,356,109.00
0210	20071EC		JOINT ADHESIVE	119,465.00	LF		$	

Section: 0002 - PAVING-CONCRETE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0220	00001		DGA BASE	69,253.00	TON		$	
0230	00100		ASPHALT SEAL AGGREGATE	1,424.00	TON		$	
0240	00103		ASPHALT SEAL COAT	172.00	TON		$	
0250	00212		CL2 ASPH BASE 1.00D PG64-22	4,679.00	TON		$	
0260	00269		MOD OPEN-GRADED DRAINAGE COURSE	12,403.00	TON		$	
0270	00309		CL2 ASPH SURF 0.50D PG64-22	2,068.00	TON		$	
0280	00330		CL3 ASPH SURF 0.50A PG64-22	1,450.00	TON		$	
0290	02058		REMOVE PCC PAVEMENT	55,869.00	SQYD		$	
0300	02070		JPC PAVEMENT-12 IN	36,063.00	SQYD		$	
0310	02073		JPC PAVEMENT-9 IN	137,316.00	SQYD		$	
0320	02077		JPC PAVEMENT-12 IN SHLD	21,364.00	SQYD		$	
0330	02078		JPC PAVEMENT-6 IN SHLD	34,768.00	SQYD		$	
0340	02081		JPC PAVEMENT-8 IN SHLD	2,620.00	SQYD		$	
0350	02082		JPC PAVEMENT-9 IN SHLD	66,366.00	SQYD		$	
0360	02200		ROADWAY EXCAVATION	10,412.00	CUYD		$	
0370	02230		EMBANKMENT IN PLACE	13,114.00	CUYD		$	
0380	02235		BACKFILLING UNDERCUT	9,600.00	CUYD		$	
0390	02598		FABRIC-GEOTEXTILE TYPE III	57,600.00	SQYD		$	
0400	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		$	
0410	02677		ASPHALT PAVE MILLING & TEXTURING	2,348.00	TON		$	
0420	02695		RUMBLE STRIPS TYPE 3	420.00	LF		$	

PROPOSAL BID ITEMS

141067

Report Date 10/29/14

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0430	10203ND		PAVEMENT ADJUSTMENT CONCRETE	1.00	LS	785,704.00	$	$785,704.00

Section: 0003 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0440	00078		CRUSHED AGGREGATE SIZE NO 2	2,150.00	TON		$	
0450	01001		PERFORATED PIPE-6 IN	105,950.00	LF		$	
0460	01011		NON-PERFORATED PIPE-6 IN	4,250.00	LF		$	
0470	01015		INSPECT & CERTIFY EDGE DRAIN SYSTEM	1.00	LS		$	
0480	01021		PERF PIPE HEADWALL TY 1-6 IN	30.00	EACH		$	
0490	01029		PERF PIPE HEADWALL TY 3-6 IN	38.00	EACH		$	
0500	01033		PERF PIPE HEADWALL TY 4-6 IN	38.00	EACH		$	
0510	01480		CURB BOX INLET TYPE B	2.00	EACH		$	
0520	01690		FLUME INLET TYPE 1	4.00	EACH		$	
0530	01718		REMOVE INLET	2.00	EACH		$	
0540	01720		RECONSTRUCT INLET	30.00	EACH		$	
0550	01741		CORED HOLE DRAINAGE BOX CON-6 IN	54.00	EACH		$	
0560	01845		ISLAND INTEGRAL CURB	320.00	LF		$	
0570	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	460.00	EACH		$	
0580	02014		BARRICADE-TYPE III	18.00	EACH		$	
0590	02237		DITCHING	12,800.00	LF		$	
0600	02352		GUARDRAIL-STEEL W BEAM-D FACE	1,375.00	LF		$	
0610	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	26.00	EACH		$	
0620	02365		CRASH CUSHION TYPE IX-A	10.00	EACH		$	
0630	02367		GUARDRAIL END TREATMENT TYPE 1	20.00	EACH		$	
0640	02369		GUARDRAIL END TREATMENT TYPE 2A	27.00	EACH		$	
0650	02377		GUARDRAIL CONNECTOR TO BRIDGE END TY C	4.00	EACH		$	
0660	02381		REMOVE GUARDRAIL	33,850.00	LF		$	
0670	02391		GUARDRAIL END TREATMENT TYPE 4A	5.00	EACH		$	
0680	02397		TEMP GUARDRAIL	1,250.00	LF		$	
0690	02483		CHANNEL LINING CLASS II	1,400.00	TON		$	
0700	02484		CHANNEL LINING CLASS III	1,200.00	TON		$	
0710	02562		TEMPORARY SIGNS	1,836.00	SQFT		$	
0720	02565		OBJECT MARKER TYPE 2	20.00	EACH		$	
0730	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		$	
0740	02655		CROSSOVER NO.1	1.00	LS		$	
0750	02655		CROSSOVER NO.2	1.00	LS		$	
0760	02655		CROSSOVER NO.3	1.00	LS		$	
0770	02655		CROSSOVER NO.4	1.00	LS		$	
0780	02655		CROSSOVER NO.5	1.00	LS		$	
0790	02655		CROSSOVER NO.6	1.00	LS		$	

141067

PROPOSAL BID ITEMS

Report Date 10/29/14

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0800	02671		PORTABLE CHANGEABLE MESSAGE SIGN	10.00	EACH		$	
0810	02714		SHOULDERING	27,360.00	LF		$	
0820	02726		STAKING	1.00	LS		$	
0830	02775		ARROW PANEL	2.00	EACH		$	
0840	02929		CRASH CUSHION TYPE IX	8.00	EACH		$	
0850	03225		TUBULAR MARKERS	1,040.00	EACH		$	
0860	03262		CLEAN PIPE STRUCTURE	1.00	EACH		$	
0870	04830		LOOP WIRE	300.00	LF		$	
0880	05950		EROSION CONTROL BLANKET	65,400.00	SQYD		$	
0890	05966		TOPDRESSING FERTILIZER	7.04	TON		$	
0900	05985		SEEDING AND PROTECTION	68,000.00	SQYD		$	
0910	05992		AGRICULTURAL LIMESTONE	46.00	TON		$	
0920	06401		FLEXIBLE DELINEATOR POST-M/W	1,063.00	EACH		$	
0930	06404		FLEXIBLE DELINEATOR POST-M/Y	394.00	EACH		$	
0940	06412		STEEL POST MILE MARKERS	10.00	EACH		$	
0950	06511		PAVE STRIPING-TEMP PAINT-6 IN	83,400.00	LF		$	
0960	06549		PAVE STRIPING-TEMP REM TAPE-B	380.00	LF		$	
0970	06550		PAVE STRIPING-TEMP REM TAPE-W	1,680.00	LF		$	
0980	06551		PAVE STRIPING-TEMP REM TAPE-Y	840.00	LF		$	
0990	06570		PAVE MARKING-PAINT CROSS-HATCH	13,812.00	SQFT		$	
1000	06592		PAVEMENT MARKER TYPE V-B W/R	1,239.00	EACH		$	
1010	06593		PAVEMENT MARKER TYPE V-B Y/R	505.00	EACH		$	
1020	06600		REMOVE PAVEMENT MARKER TYPE V	660.00	EACH		$	
1030	08100		CONCRETE-CLASS A	44.47	CUYD		$	
1040	08150		STEEL REINFORCEMENT	392.00	LB		$	
1050	20205EC		PAVE MARK STOP BAR-24 IN PAINT	214.00	LF		$	
1060	20411ED		LAW ENFORCEMENT OFFICER	1,000.00	HOUR		$	
1070	20456NS835		INSTALL TEMP VIDEO CAMERA	1.00	EACH		$	
1080	20467NS112		RELOCATE TUBULAR MARKER	600.00	EACH		$	
1090	21659NN		RELOCATE SIGNAL HEAD	1.00	EACH		$	
1100	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	30,550.00	LF		$	
1110	22664EN		WATER BLASTING EXISTING STRIPE	54,740.00	LF		$	
1120	22883EN		CONCRETE WEDGE CURB	3,223.00	LF		$	
1130	23143ED		KPDES PERMIT AND TEMP EROSION CONTROL	1.00	LS		$	
1140	23670EC		INSTALL VIDEO DETECTION CABLE	200.00	LF		$	
1150	24189ER		DURABLE WATERBORNE MARKING-6 IN W	92,611.00	LF		$	
1160	24190ER		DURABLE WATERBORNE MARKING-6 IN Y	85,750.00	LF		$	
1170	24191ER		DURABLE WATERBORNE MARKING-12 IN W	10,700.00	LF		$	

Section: 0004 - BRIDGE-TAMARACK ROAD

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1180	03299		ARMORED EDGE FOR CONCRETE	157.00	LF		$	
1190	08151		STEEL REINFORCEMENT-EPOXY COATED	1,900.00	LB		$	
1200	08469		EXPANSION DAM-1.5 IN NEOPRENE	314.00	LF		$	
1210	08504		EPOXY SAND SLURRY	122.00	SQYD		$	
1220	08526		CONC CLASS M FULL DEPTH PATCH	4.00	CUYD		$	
1230	08534		CONCRETE OVERLAY-LATEX	50.00	CUYD		$	

PROPOSAL BID ITEMS

141067

Page 4 of 4

Report Date 10/29/14

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1240	08549		BLAST CLEANING	1,355.00	SQYD		$	
1250	08551		MACHINE PREP OF SLAB	1,300.00	SQYD		$	
1260	24094EC		PARTIAL DEPTH PATCHING	10.00	CUYD		$	

Section: 0005 - BRIDGE-J.R. MILLER BLVD.

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1270	03299		ARMORED EDGE FOR CONCRETE	131.00	LF		$	
1280	08151		STEEL REINFORCEMENT-EPOXY COATED	1,011.00	LB		$	
1290	08469		EXPANSION DAM-1.5 IN NEOPRENE	261.00	LF		$	
1300	08504		EPOXY SAND SLURRY	123.00	SQYD		$	
1310	08526		CONC CLASS M FULL DEPTH PATCH	4.00	CUYD		$	
1320	08534		CONCRETE OVERLAY-LATEX	49.00	CUYD		$	
1330	08549		BLAST CLEANING	1,155.00	SQYD		$	
1340	08551		MACHINE PREP OF SLAB	1,100.00	SQYD		$	
1350	24094EC		PARTIAL DEPTH PATCHING	10.00	CUYD		$	

Section: 0006 - BRIDGE-SUTHERLAND ROAD

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1360	03299		ARMORED EDGE FOR CONCRETE	131.00	LF		$	
1370	08151		STEEL REINFORCEMENT-EPOXY COATED	867.00	LB		$	
1380	08469		EXPANSION DAM-1.5 IN NEOPRENE	261.00	LF		$	
1390	08504		EPOXY SAND SLURRY	95.00	SQYD		$	
1400	08526		CONC CLASS M FULL DEPTH PATCH	3.00	CUYD		$	
1410	08534		CONCRETE OVERLAY-LATEX	37.00	CUYD		$	
1420	08549		BLAST CLEANING	880.00	SQYD		$	
1430	08551		MACHINE PREP OF SLAB	836.00	SQYD		$	
1440	24094EC		PARTIAL DEPTH PATCHING	8.00	CUYD		$	

Section: 0007 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1450	02568		MOBILIZATION	1.00	LS		$	
1460	02569		DEMOBILIZATION	1.00	LS		$	