



CALL NO. 313

CONTRACT ID. 122435

BREATHITT COUNTY

FED/STATE PROJECT NUMBER FD04 SPP 013 1098 000-018

DESCRIPTION SOUTH FORK QUICKSAND CREEK ROAD (KY 1098)

WORK TYPE ASPHALT SURFACE WITH GUARDRAIL

PRIMARY COMPLETION DATE 11/15/2012

LETTING DATE: July 13, 2012

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME July 13, 2012. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

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

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PART I

SCOPE OF WORK

CONTRACT ID - 122435

ADMINISTRATIVE DISTRICT - 10

PROJECT(S) IDENTIFICATION AND DESCRIPTION:

COUNTY - BREATHITTPCN - MP01310981202

FD04 SPP 013 1098 000-018

SOUTH FORK QUICKSAND CREEK ROAD (KY 1098) FROM 0.7 MILES EAST OF KY 15 (MP 0.700) EXTENDING EAST TO BIG LOVELY ROAD (MP 17.715), A DISTANCE OF 17.02 MILES. ASPHALT RESURFACING. SYP NO. 10-08701.00.

GEOGRAPHIC COORDINATES LATITUDE 37^31'14" LONGITUDE 83^13'29"

AVERAGE DAILY TRAFFIC - 750AVERAGE MAINLINE WIDTH - 22.0 FEET

COMPLETION DATE(S):

COMPLETION DATE - November 15, 2012

APPLIES TO ENTIRE CONTRACT

CONTRACT NOTES

PROPOSAL ADDENDA

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

BID SUBMITTAL

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

The Bidder must download the bid file located on the 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.

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.

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)

10/18/2011

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.

03/01/2011

SURFACING AREAS

The Department estimates the mainline surfacing width to vary 20-23 feet.

The Department estimates the total mainline area to be surfaced to be 240,335 square yards.

The Department estimates the shoulder width to be 1.5 feet on each side.

The Department estimates the total shoulder area to be surfaced with DGA to be 29,125 square yards.

ASPHALT MIXTURE

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

DGA BASE FOR SHOULDERS

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

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

INCIDENTAL SURFACING

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

FUEL AND ASPHALT PAY ADJUSTMENT

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

OPTION B

Be advised that the Department will control and accept compaction of asphalt mixtures furnished on this project under OPTION B in accordance with Sections 402 and 403.

SPECIAL PROVISION FOR WASTE AND BORROW SITES

Obtain U.S. Army Corps of Engineer's approval before utilizing a waste or borrow site that involves "Waters of the United States". The Corps of Engineers defines "Waters of the United States" as perennial or intermittent streams, ponds or wetlands. The Corps of Engineers also considers ephemeral streams, typically dry except during rainfall but having a defined drainage channel, to be jurisdictional waters. Direct questions concerning any potential impacts to "Waters of the United States" to the attention of the appropriate District Office for the Corps of Engineers for a determination prior to disturbance. Be responsible for any fees associated with obtaining approval for waste and borrow sites from the U.S. Army Corps of Engineer or other appropriate regulatory agencies.

1-296 Waste & Borrow Sites
01/02/2012

COORDINATION OF WORK WITH OTHER CONTRACTS

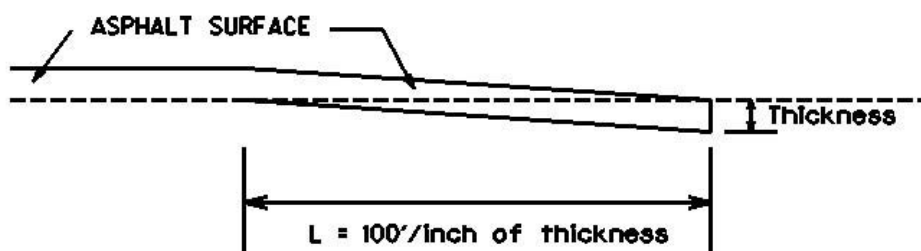
Be advised, there may be an active project(s) adjacent to or within this project. The Engineer will coordinate the work of the Contractors. See Section 105.06.

1-3193 Coordination Contracts
01/02/2012

SPECIAL NOTE FOR EDGE KEY
MILEPOINT 0.700 – 11.210

Construct Edge Keys at the beginning of project and at west side of omitted section. Unless specified in the Contract or directed by the Engineer, do not construct edge keys at intersecting streets, roads, alleys, or entrances. Cut out the existing asphalt surface to the required length and depth as shown on the drawing below and heel the new surface into the existing surface. The Department will make payment for this work at the Contract unit price per ton for Asphalt Pavement Milling and Texturing, which shall be full compensation for all labor, materials, equipment, and incidentals for removal and disposal of the existing asphalt surface and shoulders required to construct the edge key.

EDGE KEY



Thickness = 1 Inch

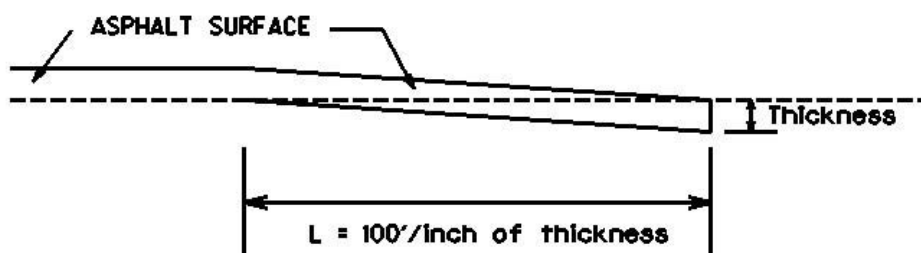
L = 100 LF

L= Length of Edge Key

SPECIAL NOTE FOR EDGE KEY MILEPOINT 11.676

Construct Edge Key at the east side of the omitted section. Unless specified in the Contract or directed by the Engineer, do not construct edge keys at intersecting streets, roads, alleys, or entrances. Cut out the existing asphalt surface to the required length and depth as shown on the drawing below and heel the new surface into the existing surface. The Department will make payment for this work at the Contract unit price per ton for Asphalt Pavement Milling and Texturing, which shall be full compensation for all labor, materials, equipment, and incidentals for removal and disposal of the existing asphalt surface and shoulders required to construct the edge key.

EDGE KEY



Thickness = 1½ Inch

L = 150 LF

L= Length of Edge Key

SPECIAL NOTES FOR GUARDRAIL

I. DESCRIPTION

Except as specified herein, perform all work in accordance with the Department's Standard and Supplemental Specifications and Standard and Sepia Drawings, current editions. Article references are to the Standard Specifications.

Furnish all equipment, labor, materials, and incidentals for the following work items:

(1) Site preparation and Erosion Control; (2) Guardrail, End Treatments, Bridge End Connectors, and Terminal Sections, as applicable; (3) Delineators for guardrail and bridge plinth and Object Markers Type 2; (4) Maintain and control traffic; and (5) all other work specified as part of this contract.

II. MATERIALS

Except as specified herein, provide for all materials to be sampled and tested in accordance with the Department's Sampling Manual and make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing.

A Maintain and Control Traffic. See Traffic Control Plan.

B. Guardrail. Furnish guardrail system components according to section 814 and the Standard Drawings; except use steel posts only, no alternates.

C. Extra Length Posts. Furnish approximately 100 extra length (9 feet) steel guardrail posts, no alternates.

D. Delineators for Guardrail. Furnish Bi-Directional White Delineators according to the Delineators for Guardrail Sepia Drawing.

E. Delineators for Bridge Plinth. Furnish Bi-Directional White Delineators according to the Delineators for Concrete Barriers Sepia Drawing.

F. Object Marker Type 2. See Delineators at Narrow Shoulder Bridges Sepia drawing.

G. Erosion Control. See Special Notes for Erosion Control.

III. CONSTRUCTION METHODS

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

Guardrail

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B. Site Preparation. Be responsible for all site preparation, including but not limited to, clearing and grubbing, excavation, embankment, and removal of all obstructions or any other items; regrading, reshaping, adding and compacting of suitable materials on the existing shoulders to provide proper template or foundation for the guardrail; temporary pollution and erosion control; disposal, of excess and waste materials and debris; and final dressing, cleanup, and seeding and protection. Perform all site preparation as approved or directed by the engineer. See Special Note for Erosion Control for additional requirements.

C. Guardrail. Except as specified herein, construct guardrail system according to Section 719 and the Standard Drawings. Consider locations listed on the summary and/or shown on the drawings to be approximate only; the Engineer will determine the exact termini for individual guardrail installations at the time of construction. Unless directed otherwise by the Engineer, provide a minimum four (4) foot shoulder width. Place Extra Length Guardrail Posts at locations directed by the Engineer where narrow shoulders require increased support. Construct radii at entrances and road intersections as directed by the Engineer.

Erect guardrail to the lines and grades shown on current Standard Drawings or as directed by the Engineer by any method approved by the Engineer which allows construction of the guardrail to the true grade without apparent sags.

When installing guardrail, do not leave the blunt end exposed where it would be hazardous to the public. When it is not practical to complete the construction of the guardrail and the permanent end treatments and terminal sections first, provide a temporary end by connecting at least 25 feet of rail to the last post, and by slightly flaring, and burying the end of the rail completely into the existing shoulder. If left overnight, place a drum with bridge panel in advance of the guardrail end and maintain during use.

Contrary to Section 719.03.07, deliver salvaged guardrail components from removed end treatments to the Department's Maintenance facility in Breathitt County.

D. Delineators for Guardrail. Construct Delineators for Guardrail on new and existing guardrail according to the Delineators for Guardrail Sepia Drawing.

E. Delineators for Bridge Plinth. Construct Delineators for bridge plinth rails on existing bridges according to the Delineators for Concrete Barriers Sepia Drawing; however, install a minimum of 3 delineators on each side of each bridge.

F. Object Marker Type 2. Construct Object Markers Type 2 according to Delineators at Narrow Shoulder Bridges Sepia drawing.

G. Property Damage. Be responsible for all damage to public and/or private property resulting from the work. Restore damaged roadway features and private property at no additional cost to the Department.

Guardrail
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H. Coordination with Utility Companies. Locate all underground, above ground and overhead utilities prior to beginning construction. Be responsible for contacting and maintaining liaison with all utility companies that have utilities located within the project limits. Do not disturb existing overhead or underground utilities. It is not anticipated that any utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Contractor while relocating their facilities. Be responsible for repairing all utility damage that occurs as a result of guardrail operations at no additional cost to the Department.

I. Right of Way Limits. The Department has not established exact limits of the Right-of-Way. Limit work activities to obvious Right-of-Way, permanent or temporary easements, and work areas secured by the Department through consent and release of the adjacent property owners. Be responsible for all encroachments onto private lands.

J. Disposal of Waste. Dispose of all waste and debris off the Right-of-Way at sites obtained by the Contractor at no additional cost to the Department. See Special; Note for Waste and Borrow.

K. Final Dressing, Clean Up, and Seeding and Protection. Apply Class A Final Dressing to all disturbed areas, both on and off the Right-of-Way. Sow all disturbed earthen areas according to the Special Notes for Erosion Control.

L. Erosion Control. See Special Notes for Erosion Control.

IV. METHOD OF MEASUREMENT

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

B. Site preparation. Other than the bid items listed, the Department will not measure Site Preparation for separate payment but shall be incidental to Guardrail, End Treatments, Bridge End Connectors, and Terminal Sections as applicable.

C. Remove Guardrail End Treatment. The Department will measure removed guardrail end treatments at locations where adjacent guardrail is not removed in individual units each.

D. Guardrail. See Section 719.04.

E. Delineators for Guardrail. See Delineators for Guardrail Sepia Drawing.

F. Delineators for Bridge Plinth. See Delineators for Concrete Barriers Sepia Drawing.

G. Erosion Control. See Special Notes for Erosion Control.

Guardrail
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V. BASIS OF PAYMENT

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

B. Remove Guardrail End Treatment. Accept payment at the Contract unit price Each as full compensation for all labor, materials, equipment, and incidentals to remove the existing guardrail end treatment, including all associated concrete and and components, filling voids left from removing posts and concrete, delivery of reusable components to the Department, and disposal of unusable components.

C. Guardrail. Accept payment at the Contract unit price per linear foot as full compensation for all labor, materials, equipment, and incidentals for site preparation, erosion control, and to construct the guardrail according to these notes and section 719.

D. Delineators for Guardrail. See Delineators for Guardrail Sepia Drawing.

E. Delineators for Bridge Plinth. See Delineators for Concrete Barriers Sepia Drawing.

F. Erosion Control. See Special Notes for Erosion Control.

SPECIAL NOTES FOR REMOVAL OF GUARDRAIL TO ACCOMMODATE MILLING AND PAVING OPERATIONS

If necessary to accommodate milling and paving operations and with prior approval of the Engineer, the Contractor may remove the existing guardrail system rail elements and offset blocks. Do not disturb guardrail posts, bridge end connectors, end treatments, and/or terminal sections. Perform all guardrail removal operations under the same full lane closure required for the milling or paving operations. Remove the Guardrail immediately prior to the milling or paving operation and reset the guardrail immediately after the operation has passed. If the milling and the paving operations at the site of the guardrail removal are scheduled to be accomplished on the same day, the Contractor may leave guardrail removed during the interval between the operations only when the operations are being performed under a single lane closure. Do not leave guardrail down overnight or at other times when operations are not actually in progress.

When resetting guardrail, do not leave blunt ends exposed where they would be hazardous to the public. If left in place between the milling and paving operations, protect exposed ends protected with a temporary end treatment installed by connecting at least 25 feet of rail to the exposed end, and by slightly flaring, and burying the end of the rail completely into the existing shoulder. Place a drum with bridge panel in advance of the guardrail end and maintain during the interval between the paving and milling operations.

Reset the guardrail to the lines and grades existing immediately prior to removal as shown on current standard drawings or as designated by the Engineer. The Engineer will check the existing guardrail to be removed and reset before removal begins. If components are found missing or damaged to the extent that they cannot be reused, the Department will furnish the necessary parts and materials to the Contractor for installation when the guardrail is reset. The Department will make these parts available to the Contractor at the Department's Breathitt County Maintenance facility. Be responsible for all damage to the existing guardrail system resulting from his work. Replace any parts that are damaged or lost during the guardrail removal and replacement process. Correct any vertical or horizontal misalignment not present prior to removal by any method approved by the Engineer, which allows the construction of the guardrail to the true grade and prevents apparent sags.

The Department will not measure removing and resetting the existing guardrail, replacing guardrail components that were damaged or missing prior to project with components furnished by the Department, furnishing and installing parts lost or damaged by the Contractor, and providing and maintaining a temporary end treatment with drum and panel, but shall be incidental to other items of work, as applicable.

SPECIAL NOTES FOR REMOVAL OF GUARDRAIL TO ACCOMMODATE TRENCHING AND SHOULDER PAVING OPERATIONS

If necessary to accommodate trenching and shoulder paving operations and with prior approval of the Engineer, the Contractor may remove the existing guardrail system rail elements and offset blocks. Do not disturb guardrail posts, bridge end connectors, terminal sections, and/or end treatments. Perform all guardrail removal operations under the same full lane closure required for the trenching or paving operations. Remove the guardrail immediately in front of the trenching operation and reset the guardrail immediately after the operation has passed. If the trenching and the paving operations at the site of the guardrail removal are scheduled to be accomplished on the same day, the Contractor may leave the guardrail removed during the interval between the operations only when the operations are being performed under a single lane closure. Do not leave guardrail down overnight or at other times when operations are not actually in progress.

When resetting guardrail, do not leave blunt ends exposed where they would be hazardous to the public. If left in place between the trenching and paving operations, protect exposed ends protected with a temporary end treatment installed by connecting at least 25 feet of rail to the exposed end, and by slightly flaring, and burying the end of the rail completely into the existing shoulder. Place a drum with bridge panel in advance of the guardrail end and maintain during the interval between the trenching and paving operations.

Reset the guardrail to the lines and grades existing immediately prior to removal as shown on current standard drawings or as designated by the Engineer. The Engineer will check the existing guardrail to be removed and reset before removal begins. If components are found missing or damaged to the extent that they cannot be reused, the Department will furnish the necessary parts and materials to the Contractor for installation when the guardrail is reset. The Department will make these parts available to the Contractor at the Department's Breathitt County Maintenance facility. Be responsible for all damage to the existing guardrail system resulting from the work. Replace any parts that are damaged or lost during the guardrail removal and replacement process. Correct any vertical or horizontal misalignment not present prior to removal by any method approved by the Engineer, which allows the construction of the guardrail to the true grade and prevents apparent sags.

The Department will not measure removing and resetting the existing guardrail, replacing guardrail components that were damaged or missing prior to project with components furnished by the Department, furnishing and installing parts lost or damaged by the Contractor, and providing and maintaining a temporary end treatment with drum and panel, but shall be incidental to other items of work, as applicable.

SPECIAL NOTE FOR ASPHALT MILLING AND TEXTURING

Mill existing pavement, edge keys, and bridge end transitions as shown on the Typical Sections, Milling Summary, Special Note for Edge Key, and Bridge Detail for Paving Projects. During milling operations, if the milling extends into the underlying stone base or adjacent earth or stone shoulders, mill the asphalt as a separate operation from milling the stone and earth. Do not allow cuttings from milling stone base and earth/stone shoulders to contaminate the cuttings from milling the asphalt pavement.

Begin paving operations within **48 hours** of commencement of the milling operation. Continue paving operations continuously until completed. If paving operations are not begun within this time period, the Department will assess liquidated damages at the rate prescribed by Section 108.09 until such time as paving operations are begun.

Contrary to Section 408, the Department will retain possession of asphalt cuttings obtained from the milling operations. Deliver the asphalt cuttings to the State Maintenance facility in Breathitt County. Waste earth and stone cuttings off the right of way at sites obtained by the Contractor at no additional cost to the Department (see Special Note for Waste and Borrow).

NOTICE TO CONTRACTOR: The Department considers transfer of millings to the state maintenance facility to be a part of the construction project, therefore truck operators are subject to receiving prevailing wages.

SPECIAL NOTE FOR BASE FAILURE REPAIR

Consider repair locations and dimensions listed on the summary to be approximate only. The Engineer will determine actual repair locations and dimensions at the time of construction. Prior to leveling and wedging, excavate the designated base failure areas by milling to a depth 4 inches below the existing asphalt pavement surface level. Dispose of the excavated materials at waste sites off the Right-of-Way obtained by the Contractor at no additional cost to the Department. See Special Note for Waste and Borrow.

Backfill the excavated areas with 4 inches of Class 2 Asphalt Base 1.00D PG64-22. Compact the asphalt base to the compaction required in Section 403.03.10. Seal the asphalt base with leveling and wedging. Perform all base failure repairs in such a manner that removal and replacement are completed on the same day. Do this work as one of the Contractor's first operations in order to allow further compaction by traffic. Do not place new asphalt surface over repaired base failure areas until a minimum of 7 calendar days have elapsed after placement of the asphalt base. After a minimum of 7 calendar days and when the Engineer determines the base failure repair areas have sufficiently stabilized, begin resurfacing operations. Prior to constructing the new asphalt surface, level and wedge any settlement of the repair areas.

The bidder must draw conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and will not consider any claim for additional compensation if the materials encountered that are not in accord with the classification shown.

Accept payment at the Contract unit prices per square yard for Base Failure Repair and per ton for Leveling and Wedging as full compensation for all labor, materials, equipment, and incidentals for removing pavement and disposing of the materials, furnishing and placing asphalt base, leveling and wedging, and all other items necessary to complete the work according to these notes to the satisfaction of the Engineer.

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS

Consider the dimensions shown on the typical sections for pavement and shoulder widths and thickness' to be nominal or typical dimensions. The Engineer may direct or approve varying the actual dimensions to be constructed to fit existing conditions. Do not widen existing pavement or shoulders unless specified elsewhere in this proposal or directed by the engineer.

1-3725 Typical Section Dimensions
01/02/2012

TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the Standard and Supplemental Specifications and the Standard and Sepia 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".

Contrary to Section 106.01, furnish new, or used in like new condition, traffic control devices at the beginning of the work and maintain in like new condition until completion of the work.

PROJECT PHASING & CONSTRUCTION PROCEDURES

The Engineer may specify days and hours when lane closures will not be allowed.

Maintain alternating one way traffic during construction. Provide a minimum clear lane width of 8 feet; however, provide for passage of vehicles of up to 16 feet in width. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, make provisions for the passage of the bus as quickly as possible.

LANE CLOSURES

Do not leave lane closures in place during non-working hours.

SIGNS

Contrary to section 112.04.02, only long term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment; short term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic.

CHANGEABLE MESSAGE SIGNS

If deemed necessary by the Engineer, the Department will furnish, operate, and maintain changeable message signs in advance of and within the project at locations determined by the Engineer.

Traffic Control Plan
Page 2 of 3

BARRICADES

The Department will not measure barricades used in lieu of barrels and cones for channelization or delineation, but shall be incidental to Maintain and Control Traffic according to Section 112.04.01.

The Department will measure barricades used to protect pavement removal areas in individual units Each. The Department will measure for payment the maximum number of barricades in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual barricades only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged barricades the Engineer directs to be replaced due to poor condition or reflectivity. Retain possession of the Barricades upon completion of the work.

PAVEMENT MARKINGS

The Engineer will furnish the Contractor a striping plan prior to placement of the final surface course. Install Temporary and Permanent Striping according to Section 112 with the following exceptions:

1. Place permanent centerline striping on the existing pavement omitted from resurfacing within the project limits.
2. Place permanent centerline striping on all resurfaced areas, including areas where there is no existing striping.
3. If the Contractor's operations or phasing requires temporary markings that must subsequently be removed from the final surface course, use an approved removable lane tape; however, the Department will not measure removable lane tape for separate payment, but will measure and pay for removable lane tape as temporary striping.

PAVEMENT EDGE DROP-OFFS

Do not allow a pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation with an elevation difference greater than 1½". Place Warning signs (MUTCD W8-11 or W8-9A) in advance of and at 1500' intervals throughout the drop-off area. Dual post the signs on both sides of the traveled way. Wedge all transverse transitions between resurfaced and unresurfaced areas which traffic may cross with asphalt mixture for leveling and wedging. Remove the wedges prior to placement of the final surface course.

Protect pavement edges that traffic is not expected to cross, except accidentally, as follows:

Less than 2" - No protection required.

Traffic Control Plan
Page 3 of 3

2" to 4" - Place plastic drums, vertical panels, or barricades every 50 feet. During daylight working hours only, the Engineer will allow the Contractor to use cones in lieu of plastic drums, panels, and barricades. Wedge the drop-off with DGA or asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

4" or greater - Protect drop-offs 4 inches or greater within 10 feet of traffic by placing drums, vertical panels, or barricades every 25 feet. The Engineer will not allow the use of cones in lieu of drums, vertical panels, or barricades for 4" or greater drop-offs. Place Type III Barricades directly in front of the drop-off facing on coming traffic in both directions of travel. Provide warning signs as shown on the Standard Drawings or as directed by the Engineer

Pedestrians & Bicycles - Protect pedestrian and bicycle traffic as directed by the engineer.

SPECIAL NOTE FOR TRENCHING

Trench existing shoulders to allow for the required thickness of asphalt surface and/or binder and DGA Shoulder Wedge as shown on the typical sections. Reshape and compact excavated materials from the trench on the outside edge of the DGA shoulders. Waste excess material not needed to wedge the shoulders and material the Engineer deems to be unsuitable for reuse off the right-of-way at sites obtained by the Contractor at no additional cost to the Department (see Special Note for Waste and Borrow).

The Department will not measure Trenching for payment, but shall be incidental to the asphalt surface and/or binder mixtures and DGA used to construct the shoulder wedge.

SPECIAL NOTE FOR EROSION CONTROL

I. DESCRIPTION

Except as provided herein, perform all erosion and water pollution control work in accordance with the Department's Standard and Supplemental Specifications, and Standard and Sepia Drawings, current editions, and as directed by the Engineer. Section references are to the Standard Specifications. This work shall consist of:

(1) Developing and preparing a Best Management Practices Plan (BMP) tailored to suit the specific construction phasing for each site within the project; (2) Preparing the project site(s) for construction, including locating, furnishing, installing, and maintaining temporary and/or permanent erosion and water pollution control measures as required by the BMP prior to beginning any earth disturbing activity on the project site; (3) Clearing and grubbing and removal of all obstructions as required for construction; (4) Removing all erosion control devices when no longer needed; (5) Restoring all disturbed areas as nearly as possible to their original condition; (6) Preparing seedbeds and permanently seeding all disturbed areas; (7) Providing a Kentucky Erosion Prevention and Sediment Control Program (KEPSC) qualified inspector; and (8) Performing any other work to prevent erosion and/or water pollution as specified by this contract, required by the BMP, or as directed by the Engineer.

II. MATERIALS

Except as provided herein, furnish all materials for erosion and water pollution control work in accordance with the Department's Standard and Supplemental Specifications, and Standard and Sepia Drawings, current editions, and as directed by the Engineer.

Provide for all materials to be sampled and tested in accordance with the Department's Sampling Manual. Unless directed otherwise by the Engineer, make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing.

III. CONSTRUCTION

Except as provided herein, construct all erosion and water pollution control work in accordance with the Department's Standard and Supplemental Specifications, and Standard and Sepia Drawings, current editions, and as directed by the Engineer.

Erosion Control
FD51 007-3485-000-003
Page 2 of 3

Be advised, these Erosion Control Plan Notes do not constitute a BMP plan for the project. Jointly with the Engineer, prepare a site specific BMP plan for each drainage area within the project in accordance with Section 213 and the supplemental specifications. Provide a unique BMP at each project site using good engineering practices taking into account existing site conditions, the type of work to be performed, and the construction phasing, methods and techniques to be utilized to complete the work. Be responsible for all erosion prevention, sediment control, and water pollution prevention measures required by the BMP for each site. Represent and warrant compliance with the Clean Water Act (33 USC Section 1251 et seq.), the 404 Permit, the 401 Water Quality Certification, and applicable state and local government agency laws, regulations, rules, specifications, and permits. Contrary to Section 105.05, in case of discrepancy between these notes, the Standard Specifications, interim Supplemental Specifications, Special and Special Notes, Standard and Sepia Drawings, and such state and local government agency requirements, adhere to the most restrictive requirement.

Conduct operations in such a manner as to minimize the amount of disturbed ground during each phase of the construction and limit the haul roads to the minimum required to perform the work.. Preserve existing vegetation not required to be removed by the work or the contract. Seed and/or mulch disturbed areas at the earliest opportunity. Use silt fence, silt traps, temporary ditches, brush barriers, erosion control blankets, sodding, channel lining, and other erosion control measures in a timely manner as required by the BMP and as directed or approved by the Engineer. Prevent sediment laden water from leaving the project, entering an existing drainage structure, or entering a stream.

Provide for erosion control measures to be in place and functioning prior to any earth disturbance within a drainage area. Compute the volume and size of silt control devices necessary to control sediment during each phase of construction. Remove sediment from silt traps before they become a maximum of 1/2 full. Maintain silt fence by removing accumulated trappings and/or replacing the geotextile fabric when it becomes clogged, damaged, or deteriorated, or when directed by the Engineer. Properly dispose of all materials trapped by erosion control devices at approved sites off the right of way obtained by the Contractor at no additional cost to the Department (See Special Note for Waste and Borrow).

As work progresses, add or remove erosion control measures as required by the BMP applicable to the Contractor's project phasing and construction methods and techniques. Update the volume calculations and modify the BMP as necessary throughout the duration of the project. Ensure that an updated BMP is kept on site and available for public inspection throughout the life of the project.

After all construction is complete, restore all disturbed areas in accordance with Section 212. completely remove all temporary erosion control devices not required as part of the permanent erosion control from the construction site. Prior to removal, obtain the Engineer's concurrence of items to be removed. Grade the remaining exposed earth (both on and off the Right of-Way) as nearly as possible to its original condition, or as directed by the Engineer. Prepare the seed bed areas and sow all exposed earthen areas with the applicable seed mixture(s) according to Section 212.03.03.

Erosion Control
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Page 3 of 3

IV. MEASUREMENT

Contrary to Section 212.04 and 213.04, the Department will not measure Erosion Control items for separate payment, but shall be incidental to Removing End Treatments, Steel W-Beam Guardrail, End Treatments, Bridge End Connectores, and Terminal Sections, as applicable.

COMMUNICATING ALL PROMISES

NONE



MILLING SUMMARY

MILEPOINT	LOCATION	DESCRIPTION	AVERAGE WIDTH		LENGTH (FEET)	AVERAGE DEPTH (INCHES)
			PAVEMENT (FEET)	SHOULDER (FEET)		
0.700	BEGIN PROJECT	EDGE KEY	23	3	100	0.5
5.720	WEST END BRIDGE B00047N	BRIDGE END TRANSITION	23	3	100	0.5
5.284	EAST END BRIDGE B00047N	BRIDGE END TRANSITION	23	3	100	0.5
11.210	WEST END OMITTED SECTION	EDGE KEY	23	3	100	0.5
11.676	EAST END OMITTED SECTION	EDGE KEY	20	3	150	0.75
17.604	WEST END BRIDGE B00053N	BRIDGE END TRANSITION	20	3	150	0.75
17.634-17.715	BRIDGE TO BIG LOVELY ROAD	BRIDGE END/END PROJECT	20	3	425	1.5

BASE FAILURE SUMMARY

MILEPOINT	LENGTH FEET	WIDTH FEET	DEPTH INCHES
11.050	200	22	4
11.950	100	22	4
13.300	100	22	4
15.560	200	22	4
15.721	200	22	4
16.271	150	22	4

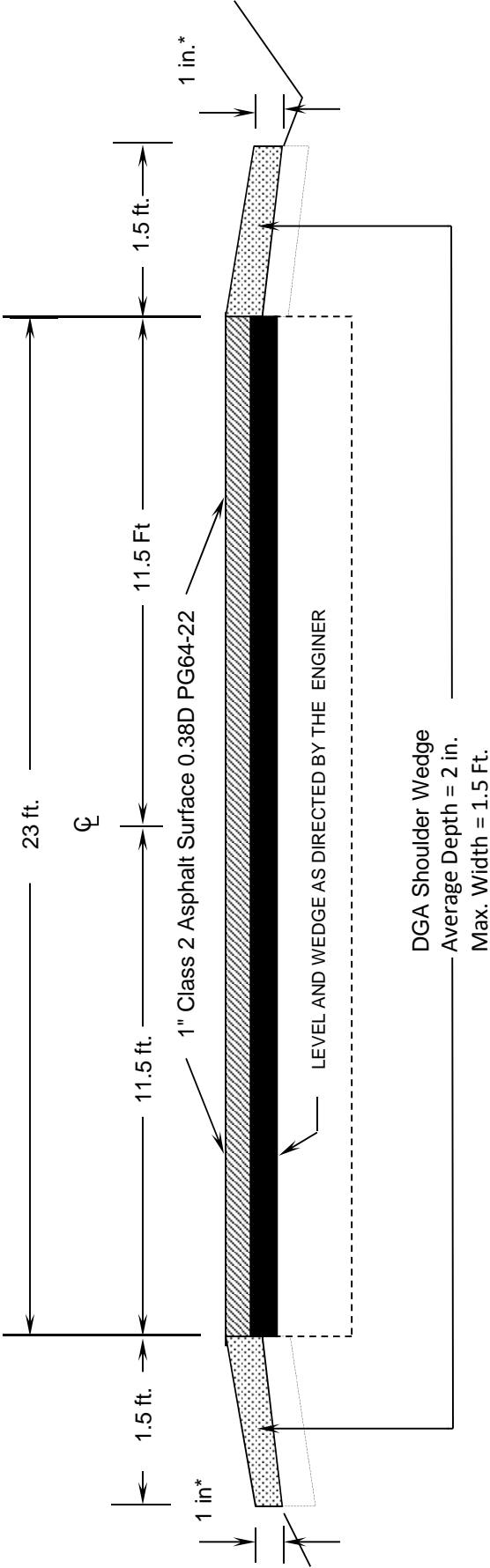
GUARDRAIL SUMMARY RIGHT

Location	Milepoint	Steel W- Beam Guardrail Single Face (FEET)	Guardrail End Treatment Type 7 (EACH)	Guardrail Bridge End Connector Type C (EACH)	Terminal Section NO. 1 (EACH)	REMARKS
Begin	5.253		1			
		100				
End	5.272					Tie to existing guardrail on B47
Begin	5.284					Tie to existing guardrail on B47
		100				
End	5.303		1			
Begin	16.809		1			
		275				
End	16.861		1			
Begin	16.966		1			
		462.5				
End	17.053					Remove Type 7 & Tie to Existing
Begin	17.131					Remove Type 7 & Tie to Existing
		412.5				
End	17.21		1			
Begin	17.21				1	
		450				
End	17.296		1			
Begin	17.585		1			
		100				
End	17.604			1		
Begin	17.634			1		
		100				
End	17.653		1			
TOTALS		2000	9	2	1	

GUARDRAIL SUMMARY LEFT

Location	Milepoint	Steel W-Beam Guardrail Single Face (FEET)	Guardrail End Treatment Type 7 (EACH)	Guardrail Bridge End Connector Type C (EACH)	Terminal Section NO. 1 (EACH)	REMARKS
Begin	5.253		1			
		100				
End	5.272					Tie to existing guardrail on B47
Begin	5.284					Tie to existing guardrail on B47
		100				
End	5.303		1			
Begin	17.585		1			
		100				
End	17.604			1		
Begin	17.634			1		
		100				
End	17.653		1			
Totals		400	4	2	0	

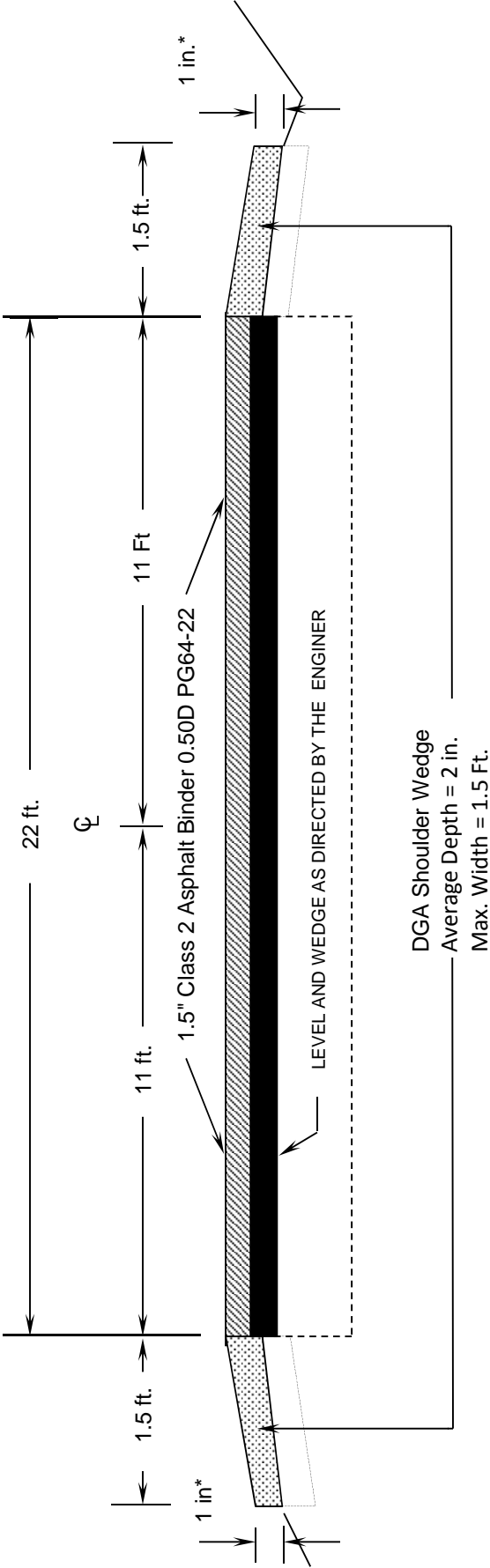
**TYPICAL SECTION
MILEPOINTS 0.700 TO 11.210**



*** 1 Inch Maximum Drop-Off as Existing Site Conditions Permit**

OMIT PAVING MILEPOINT 11.210 to 11.676

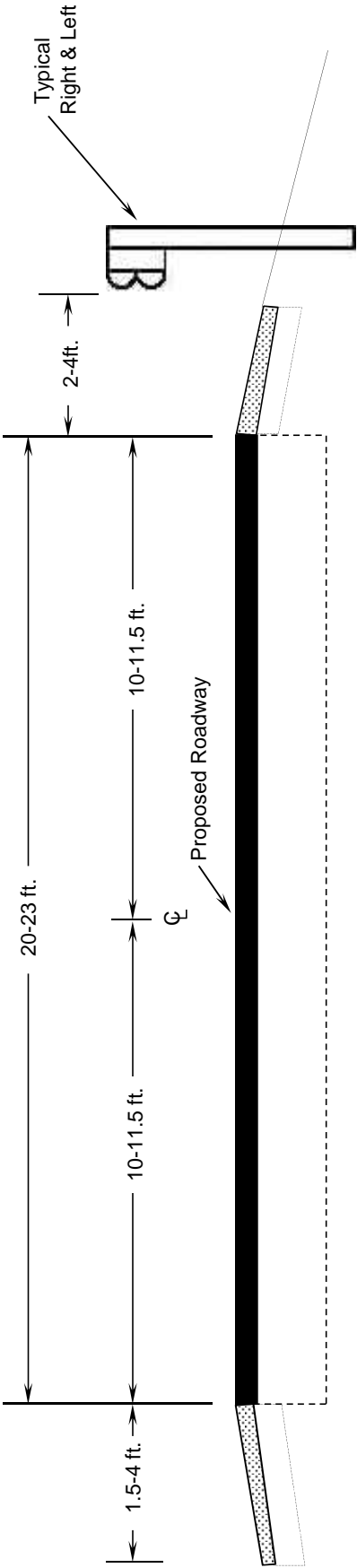
**TYPICAL SECTION
MILEPOINTS 11.676 TO 16.630**



*** 1 Inch Maximum Drop-Off as Existing Site Conditions Permit**

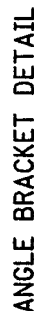
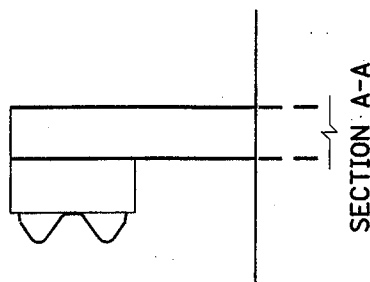
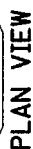
OMIT PAVING MILEPOINT 11.210 to 11.676

TYPICAL SECTION FOR GUARDRAIL



NOTES: 1. Obtain Engineer's permission for guardrail offset less than 4 feet.
2. Consider dimensions to be approximate only. The Engineer will determine actual dimensions at the time of construction.

N.T.S.



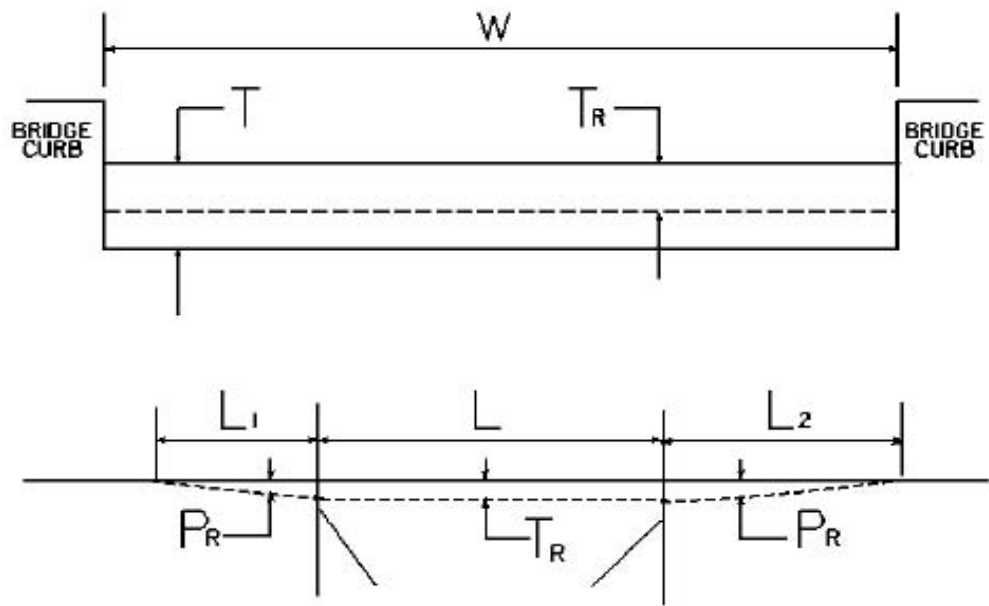
KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL CONNECTOR
TO BRIDGE END
TYPE "C"

SECTION C-C

SECTION B-B

BRIDGE DETAIL FOR PAVING PROJECT



W = bridge width curb to curb
T = thickness of existing asphalt overlay
L = length of bridge
L₁ & L₂ = length of approach pavement to be removed
T_R = thickness to be removed and replaced on bridge
P_R = thickness to be removed and replaced on pavement
Note: L₁ & L₂ lengths shall be determined by using a transition rate of 100 ft/in of thickness

Route	Bridge No.	MP	W (ft)	T (in)	L ₁ (ft)	L ₂ (ft)	T _R (in)	L (ft)	P _R (in)
KY 1098	B00047N	5.278	20.0	0.00	100.0	100.0	0.00	64.0	1.00
KY 1098	B00053N	17.620	24.0	0.00	150.0	N/A	0.00	159.0	1.50

Note: Mill KY 1098 constant depth from east end of bridge B00053N to Big Lovely Road; Transition L₂ not applicable.

PART II

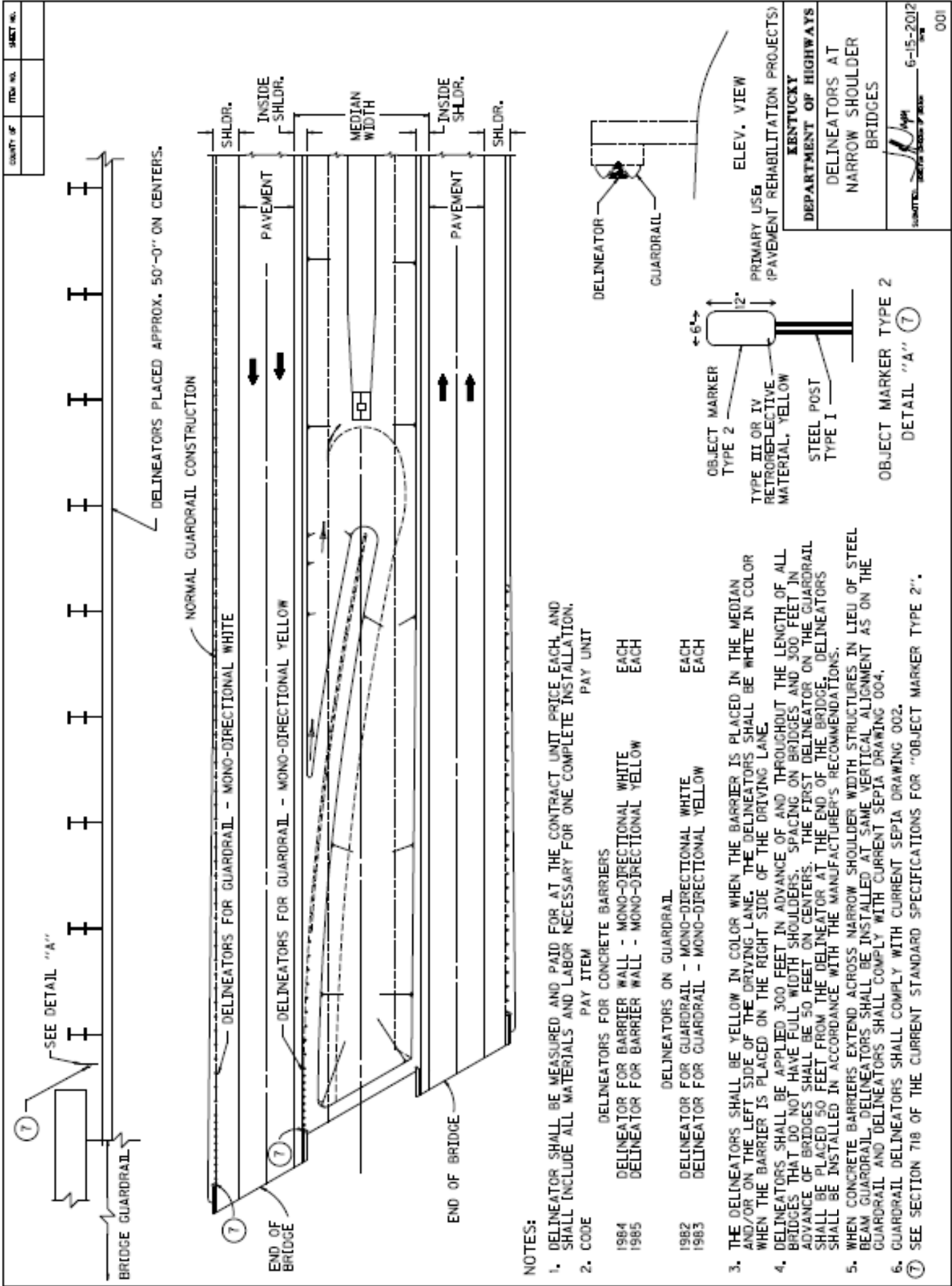
SPECIFICATIONS AND STANDARD DRAWINGS

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*.

2012 STANDARD DRAWINGS THAT APPLY

GUARDRAIL TRANSITION FROM NORMAL SHOULDER TO NARROW BRIDGE	RBB-010-04
TYPICAL GUARDRAIL INSTALLATIONS	RBI-001-10
TYPICAL GUARDRAIL INSTALLATIONS	RBI-002-06
STEEL BEAM GUARDRAIL (W-BEAM)	RBR-001-11
GUARDRAIL TERMINAL SECTIONS	RBR-010-05
GUARDRAIL POSTS.....	RBR-015-04
GUARDRAIL POSTS.....	RBR-016-04
GUARDRAIL END TREATMENT TYPE 7	RBR-050-06
TEMPORARY SILT FENCE.....	RDX-210-02
TEMPORARY SILT FENCE WITH WOVEN WIRE FENCE FABRIC.....	RDX-215
SILT TRAP - TYPE A	RDX-220-04
SILT TRAP - TYPE B	RDX-225
CURVE WIDENING AND SUPERELEVATION TRANSITIONS.....	RGS-001-06
MISCELLANEOUS STANDARDS PART 1	RGX-001-05
APPROACHES, ENTRANCES, AND MAIL BOX TURNOUT.....	RPM-110-06
NETTING.....	RRE-002-04
LANE CLOSURE TWO-LANE HIGHWAY CASE I	TTC-100-03
LANE CLOSURE TWO-LANE HIGHWAY CASE II.....	TTC-105-02
SHOULDER CLOSURE.....	TTC-135-01
POST SPLICING DETAIL	TTD-110-01
PAVEMENT CONDITION WARNING SIGNS.....	TTD-125-01
MOBILE OPERATION FOR PAINT STRIPING CASE I.....	TTS-100-01
MOBILE OPERATION FOR PAINT STRIPING CASE II.....	TTS-105-01



NOTES:

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

2. CODE PAY ITEM PAY UNIT

1984 DELINEATOR FOR CONCRETE BARRIERS EACH
1985 DELINEATOR FOR BARRIER WALL - MONO-DIRECTIONAL WHITE EACH
DELINATOR FOR BARRIER WALL - MONO-DIRECTIONAL YELLOW EACH

1982 DELINEATORS ON GUARDRAIL EACH
1983 DELINEATOR FOR GUARDRAIL - MONO-DIRECTIONAL WHITE EACH
DELINATOR FOR GUARDRAIL - MONO-DIRECTIONAL YELLOW EACH

3. THE DELINEATORS SHALL BE YELLOW IN COLOR WHEN THE BARRIER IS PLACED IN THE MEDIAN AND/OR ON THE LEFT SIDE OF THE DRIVING LANE. THE DELINEATORS SHALL BE WHITE IN COLOR WHEN THE BARRIER IS PLACED ON THE RIGHT SIDE OF THE DRIVING LANE.

4. DELINEATORS SHALL BE APPLIED 300 FEET IN ADVANCE OF AND THROUGHOUT THE LENGTH OF ALL BRIDGES THAT DO NOT HAVE FULL WIDTH SHOULDERS. SPACING ON BRIDGES AND 300 FEET IN ADVANCE OF BRIDGES SHALL BE 50 FEET ON CENTERS. THE FIRST DELINEATOR ON THE GUARDRAIL SHALL BE PLACED 50 FEET FROM THE DELINEATOR AT THE END OF THE BRIDGE. DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

5. WHEN CONCRETE BARRIERS EXTEND ACROSS NARROW SHOULDER WIDTH 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.

6. GUARDRAIL DELINEATORS SHALL COMPLY WITH CURRENT SEPIA DRAWING 002.

7. SEE SECTION 718 OF THE CURRENT STANDARD SPECIFICATIONS FOR "OBJECT MARKER TYPE 2".

NOTES

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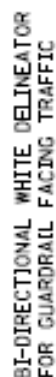
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DELINEATOR FOR GUARDRAIL - MONO DIRECTIONAL WHITE
DELINEATOR FOR GUARDRAIL - MONO DIRECTIONAL YELLOW
DELINEATOR FOR GUARDRAIL - BI-DIRECTIONAL WHITE

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 SEP-1A DRAWING 004.
8. DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



TYPE XI SHEETING,
YELLOW OR WHITE



TRAFFIC

BI-DIRECTIONAL WHITE DELINEATOR FOR GUARDRAIL FACING TRAFFIC

MONO-DIRECTIONAL WHITE DELINEATOR
FOR GUARDRAIL FACING TRAFFIC

TRAFFIC

TRAFFIC

MONO-DIRECTIONAL YELLOW DELINEATOR
FOR GUARDRAIL FACING TRAFFIC

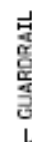
PLACEMENT OF DELINEATORS FOR GUARDRAIL



ISOMETRIC 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.



ELINEATOR

TRAINING

DELINEATOR -

References

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.

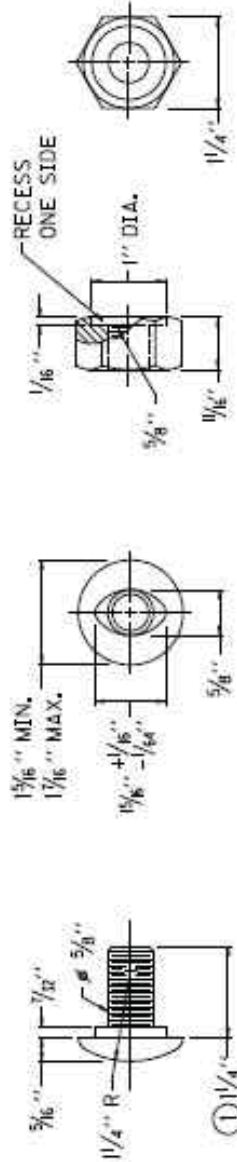
KENTUCKY
DEPARTMENT OF HIGHWAYS
DELINEATORS
FOR GUARDRAIL
DATE: 6-15-2012
BY: [Signature]

APPROXIMATE DELINEATOR SPACING	
TANGENT	100'
CURVE	50'

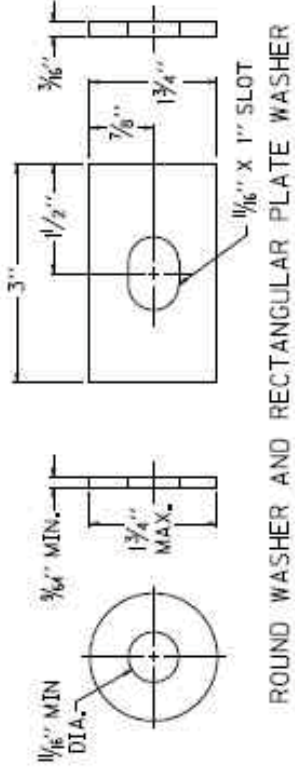
QUANTITY	ITEM NO.	SHEET NO.

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.



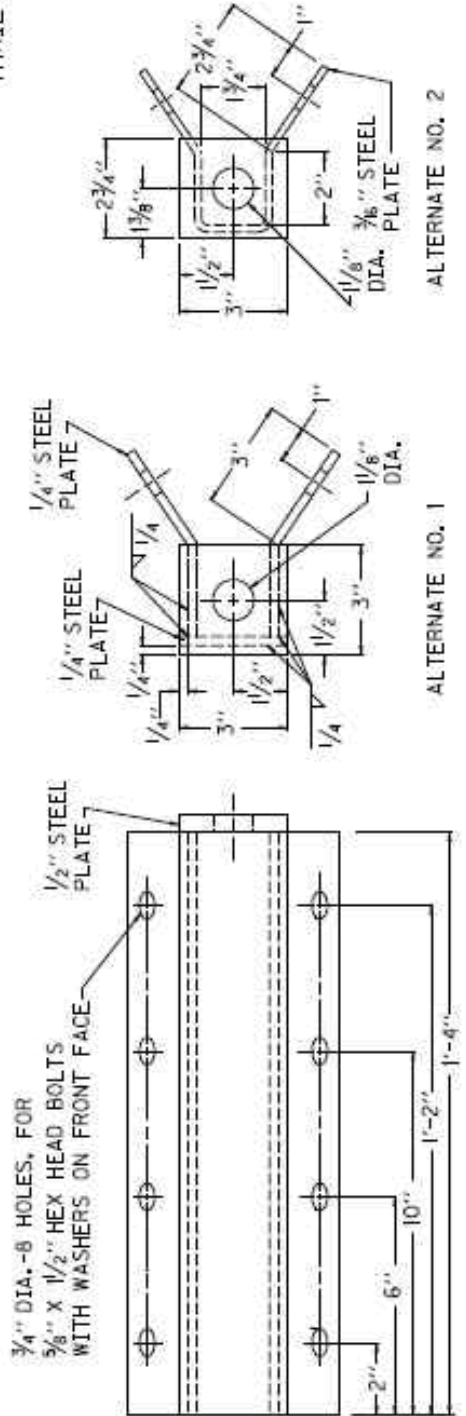
5/8" BUTTON HEAD BOLT AND RECESSED NUT



ROUND WASHER AND RECTANGULAR PLATE WASHER

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

THRIE BEAM TO "W" BEAM CONNECTOR ②



ALTERNATE NO. 1

ALTERNATE NO. 2

RAIL ANCHOR ASSEMBLY

KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL
COMPONENTS

SUBMITTED: THE OFFICE OF HIGHWAYS
DATE: 6-15-2011

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
- II. Nondiscrimination of Employees (KRS 344)
- III. Payment of Predetermined Minimum Wages
- IV. Statements and Payrolls

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 administering 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.

KENTUCKY LABOR CABINET
PREVAILING WAGE DETERMINATION
CURRENT REVISION
HIGHWAY CONSTRUCTION LOCALITY NO. II

Determination No. CR-11-II-HWY

Project No.
Highway

Date of Determination: August 4, 2011

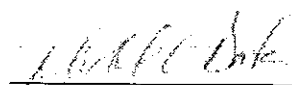
This schedule of the prevailing rate of wages for Locality No. II including the counties of ADAIR, BARREN, BELL, BREATHITT, CASEY, CLAY, CLINTON, CUMBERLAND, ESTILL, FLOYD, GARRARD, GREEN, HARLAN, HART, JACKSON, JOHNSON, KNOTT, KNOX, LAUREL, LAWRENCE, LEE, LESLIE, LETCHER, LINCOLN, MCCREARY, MAGOFFIN, MARTIN, MENIFEE, METCALFE, MONROE, MORGAN, OWSLEY, PERRY, PIKE, POWELL, PULASKI, ROCKCASTLE, RUSSELL, TAYLOR, WAYNE, WHITLEY, and WOLFE has been determined in accordance with the provisions of KRS 337.505 to 337.550. This determination shall be referred to as Prevailing Wage Determination No. CR-11-II-HWY.

The following schedule of rates is to be used for highway construction projects advertised or awarded by the Kentucky Transportation Cabinet. This includes any contracts for the relocation of any utilities or other incidental construction projects advertised or awarded by public authorities as a result of the highway construction project.

Apprentices or trainees shall be permitted to work in accordance with Administrative Regulations adopted by the Commissioner of the Department of Workplace Standards. Copies of these regulations will be furnished upon request to any interested person.

Overtime is to be computed at not less than one and one-half (1 1/2) times the indicated BASE RATE for all hours worked in excess of eight (8) hours per day, or in excess of forty (40) hours per week. However, KRS 337.540 permits an employee and employer to agree, in writing, that the employee will be compensated at a straight time base rate for hours worked in excess of eight (8) hours in any one calendar day, but not more than ten (10) hours worked in any one calendar day, if such written agreement is prior to the over eight (8) hours in a calendar day actually being worked, or where provided for in a collective bargaining agreement. The fringe benefit rate is to be paid for each hour worked at a straight time rate for all hours worked. Fringe benefit amounts are applicable for all hours worked except when otherwise noted. Welders will receive rate for craft in which welding is incidental.

No laborer, workman or mechanic shall be paid at a rate less than that of the General Laborer except those classified as bona fide apprentices registered with the Kentucky State Apprenticeship Supervisor unless otherwise specified in this schedule of wage rates.


Michael Donta, Deputy Commissioner
Department of Workplace Standards

CLASSIFICATIONSRATE AND FRINGE BENEFITS**BOILERMAKERS:**

BASE RATE	\$24.65
FRINGE BENEFIT	12.94

BRICKLAYERS:

Bricklayers:

BASE RATE	\$22.90
FRINGE BENEFITS	8.50

Stone Mason:

BASE RATE	\$21.50
FRINGE BENEFITS	8.50

CARPENTERS:

Carpenters:

BASE RATE	\$22.40
FRINGE BENEFITS	8.75

Piledrivers:

BASE RATE	\$22.05
FRINGE BENEFITS	8.75

CEMENT MASONS:

BASE RATE	\$21.25
FRINGE BENEFITS	8.50

ELECTRICIANS:

*BASE RATE	\$29.36
FRINGE BENEFITS	10.55

*When workmen are required to work from bosum chairs, trusses, stacks, tanks, scaffolds, catwalks, radio and T.V. towers, structural steel (open, unprotected, unfloored raw steel), and bridges or similar hazardous locations where workmen are subject to a direct fall, except where using JLG's and bucket trucks up to 75 feet: Add 25% to workman's base rate for 50 to 75 feet, and add 50% to workman's base rate for over 75 feet.

LINEMAN:

*BASE RATE	\$30.09
FRINGE BENEFITS	10.94

EQUIPMENT OPERATOR:

*BASE RATE	\$26.90
FRINGE BENEFITS	10.31

GROUNDSMAN:

*BASE RATE	\$17.79
FRINGE BENEFITS	8.51

IRONWORKERS:

BASE RATE	\$ 25.77
FRINGE BENEFITS	18.54

CLASSIFICATIONS

RATE AND FRINGE BENEFITS

LABORERS:

General laborer, flagman, steam jenny:	BASE RATE	\$20.84
	FRINGE BENEFITS	8.75
Batch truck dumper, deck hand or scow man, hand blade operator:	BASE RATE	\$20.84
	FRINGE BENEFITS	8.75
Power driven tool operator of the following: wagon drill, chain saw, sand blaster, concrete chipper, pavement breaker, vibrator, power wheelbarrow, power buggy, sewer pipe layer, bottom men, dry cement handler, concrete rubber, mason tender:	BASE RATE	\$21.09
	FRINGE BENEFITS	8.75
Asphalt lute and rakerman, side rail setter:	BASE RATE	\$21.14
	FRINGE BENEFITS	8.75
Gunnite nozzle man, gunnite operator:	BASE RATE	\$21.14
	FRINGE BENEFITS	8.75
Tunnel laborer (free air):	BASE RATE	\$21.14
	FRINGE BENEFITS	8.75
Tunnel mucker (free air):	BASE RATE	\$21.74
	FRINGE BENEFITS	8.75
Tunnel miner, blaster and driller (free air):	BASE RATE	\$21.74
	FRINGE BENEFITS	8.75
Caisson worker:	BASE RATE	\$21.74
	FRINGE BENEFITS	8.75
Powderman:	BASE RATE	\$21.44
	FRINGE BENEFITS	8.75
Drill operator of percussion type drills which are both powered and propelled by an independent air supply:	BASE RATE	\$22.64
	FRINGE BENEFITS	8.75

CLASSIFICATIONS

RATE AND FRINGE BENEFITS

OPERATING ENGINEERS:

Group A:

Auto patrol, batcher plant, bituminous paver, cable-way, clamshell, concrete mixer (21 cu. ft. or over), concrete pump, crane, crusher plant, derrick, derrick boat, ditching and trenching machine, dragline, dredge engineer, elevator (regardless of ownership when used for hoisting any building material), elevating grader and all types of loaders, hoe-type machine, hoisting engine, locomotive, LeTourneau or carry-all scoop, bulldozer, mechanic, orangepeel bucket, piledriver, power blade, roller (bituminous), roller (earth), roller (rock), scarifier, shovel, tractor shovel, truck crane, well points, winch truck, push dozer, grout pump, high lift, fork lift (regardless of lift height), all types of boom cats, multiple operator, core drill, tow or push boat, A-Frame winch truck, concrete paver, gradeall, hoist, hyster, material pump, pumpcrete, ross carrier, sheepfoot, sideboom, throttle-valve man, rotary drill, power generator, mucking machine, rock spreader attached to equipment, scoopmobile, KeCal loader, tower cranes (French, German and other types), hydrocrane, tugger, backfiller guries, self-propelled compactor, self-contained hydraulic percussion drill:

BASE RATE	\$23.80
FRINGE BENEFITS	8.75

Group B:

All air compressors (200 cu. ft. per min. or greater capacity), bituminous mixer, concrete mixer (under 21 cu. ft.), welding machine, form grader, tractor (50 H.P. and over), bull float, finish machine, outboard motor boat, brakeman, mechanic helper, whirly oiler, tractair and road widening trencher, articulating trucks:

BASE RATE	\$21.55
FRINGE BENEFITS	8.75

Group B2:

Greaser on grease facilities servicing heavy equipment:

BASE RATE	\$21.90
FRINGE BENEFITS	8.75

Group C:

Bituminous distributor, cement gun, conveyor, mud jack, paving joint machine, pump, tamping machine, tractors (under 50 H.P.), vibrator, oiler, air compressors (under 200 cu. ft. per min. capacity), concrete saw, burlap and curing machine, hydro seeder, power form handling equipment, deckhand oiler, hydraulic post driver:

BASE RATE	\$21.31
FRINGE BENEFITS	8.75

PAINTERS:

All Excluding Bridges:

BASE RATE	\$19.92
FRINGE BENEFITS	9.57

Bridges:

BASE RATE	\$23.92
FRINGE BENEFITS	10.07

<u>CLASSIFICATIONS</u>	<u>RATE AND FRINGE BENEFITS</u>	
PLUMBERS:	BASE RATE	\$22.52
	FRINGE BENEFITS	7.80
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SHEET METAL:	BASE RATE	\$20.40
	FRINGE BENEFITS	7.80
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TRUCK DRIVERS:		
Truck helper and warehouseman:	BASE RATE	\$21.10
	FRINGE BENEFITS	8.75
Driver, winch truck and A-Frame when used in transporting materials:	BASE RATE	\$21.46
	FRINGE BENEFITS	8.75
Driver, (semi-trailer or pole trailer), driver (dump truck, tandem axle), driver of distributor:	BASE RATE	\$21.45
	FRINGE BENEFITS	8.75
Driver on mixer trucks (all types):	BASE RATE	\$21.45
	FRINGE BENEFITS	8.75
Truck mechanic:	BASE RATE	\$21.38
	FRINGE BENEFITS	8.75
Driver (3 tons and under), tire changer and truck mechanic helper:	BASE RATE	\$21.15
	FRINGE BENEFITS	8.75
Driver on pavement breakers:	BASE RATE	\$21.46
	FRINGE BENEFITS	8.75
Driver (over 3 tons), driver (truck mounted rotary drill):	BASE RATE	\$21.45
	FRINGE BENEFITS	8.75
Driver, Euclid and other heavy earth moving equipment and Low Boy:	BASE RATE	\$21.46
	FRINGE BENEFITS	8.75
Greaser on greasing facilities:	BASE RATE	\$21.15
	FRINGE BENEFITS	8.75
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ERRATUM

Refer to the Locality Number and Determination Number listed below published by the Kentucky Labor Cabinet, Division of Employment Standards, Apprenticeship and Mediation dated August 4, 2011.

Locality: Highway Construction Locality No. II, including the following counties: Adair, Barren, Breathitt, Casey, Clay, Clinton, Cumberland, Estill, Floyd, Garrard, Green, Harlan, Hart, Jackson, Johnson, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lincoln, McCreary, Magoffin, Martin, Menifee, Metcalfe, Monroe, Morgan, Owsley, Perry, Pike, Powell, Pulaski, Rockcastle, Russell, Taylor, Wayne, Whitley and Wolfe.

Determination Number: CR-II-II-HWY

DELETE:

Ironworkers	BASE RATE	\$25.77
	FRINGE BENEFIT	18.54

INSERT:

Ironworker (Structural)	BASE RATE	\$22.50
	FRINGE BENEFIT	8.75

Ironworker (Reinforcing)	BASE RATE	\$22.30
	FRINGE BENEFIT	8.75



Michael L. Dixon, Commissioner
Department of Workplace Standards
Kentucky Labor Cabinet
Frankfort, KY 40601

This 8th day of November, 2011.

ERRATUM

Refer to the Locality Number and Determination Number listed below published by the Kentucky Labor Cabinet, Division of Employment Standards, Apprenticeship and Mediation dated August 4, 2011.

Locality: Highway Construction Locality No. II, including the following counties: Adair, Barren, Breathitt, Casey, Clay, Clinton, Cumberland, Estill, Floyd, Garrard, Green, Harlan, Hart, Jackson, Johnson, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lincoln, McCreary, Magoffin, Martin, Menifee, Metcalfe, Monroe, Morgan, Owsley, Perry, Pike, Powell, Pulaski, Rockcastle, Russell, Taylor, Wayne, Whitley and Wolfe.

Determination Number: CR-II-II-HWY

DELETE:

Ironworker (Structural)	BASE RATE	\$22.50
	FRINGE BENEFIT	8.75
Ironworker (Reinforcing)	BASE RATE	\$22.30
	FRINGE BENEFIT	8.75

INSERT:

Ironworkers	BASE RATE	\$25.77
	FRINGE BENEFIT	18.54


Michael L. Dixon, Commissioner
Department of Workplace Standards
Kentucky Labor Cabinet
Frankfort, KY 40601

This 4TH day of May, 2012.

Kentucky Determination No. CR-11-II-HWY dated August 04, 2011

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

No laborer, workman or mechanic shall be paid at a rate less than that of the General Laborer except those classified as bona fide apprentices registered with the Kentucky State Apprenticeship Supervisor unless otherwise specified in this schedule of wage rates.

These rates are listed pursuant to the Kentucky Determination No. CR-11-II HWY dated August 04, 2011, erratum dated November 8, 2011, and erratum dated May 4, 2012. 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 contract or 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.

Kentucky Determination No. CR-11-II-HWY dated August 04, 2011

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 to the undersigned.

Ryan Griffith, 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

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
FRANKFORT, KY 40622

CONTRACT ID: 122435
COUNTY: BREATHITT
PROPOSAL: FD04 SPP 013 1098 000-018

PAGE: 1
LETTING: 07/13/12
CALL NO: 313

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
SECTION 0001 ROADWAY					
0010	00001	DGA BASE	3,350.000 TON		
0020	00190	LEVELING & WEDGING PG64-22	2,475.000 TON		
0030	00272	CL2 ASPH BIND 0.50D PG64-22	6,960.000 TON		
0040	00301	CL2 ASPH SURF 0.38D PG64-22	8,580.000 TON		
0050	01987	DELINEATOR FOR GUARDRAIL BI DIRECTIONAL	HITE 240.000 EACH		
0060	01990	DELINEATOR FOR BARRIER WALL-B/W	12.000 EACH		
0070	02014	BARRICADE-TYPE III	4.000 EACH		
0080	02351	GUARDRAIL-STEEL W BEAM-S FACE	2,400.000 LF		
0090	02360	GUARDRAIL TERMINAL SECTION NO 1	1.000 EACH		
0100	02371	GUARDRAIL END TREATMENT TYPE 7	13.000 EACH		
0110	02377	GUARDRAIL CONNECTOR TO BRIDGE END TY C	4.000 EACH		
0120	02396	REMOVE GUARDRAIL END TREATMENT TYPE 7	2.000 EACH		
0130	02399	EXTRA LENGTH GUARDRAIL POST	100.000 EACH		
0140	02562	SIGNS	210.000 SQFT		
0150	02565	OBJECT MARKER TYPE 2	4.000 EACH		
0160	02650	MAINTAIN & CONTROL TRAFFIC	(1.00) LS		
0170	02676	MOBILIZATION FOR MILL & TEXT	(1.00) LS		
0180	02677	ASPHALT PAVE MILLING & TEXTURING	155.000 TON		
0190	03240	BASE FAILURE REPAIR	2,325.000 SQYD		
0200	06510	PAVE STRIPING-TEMP PAINT-4 IN	52,240.000 LF		

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
FRANKFORT, KY 40622

CONTRACT ID: 122435
COUNTY: BREATHITT
PROPOSAL: FD04 SPP 013 1098 000-018

PAGE: 2
LETTING: 07/13/12
CALL NO: 313

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
0210	06514	PAVE STRIPING-PERM PAINT-4 IN	174,130.000 LF		
0220	10020NS	FUEL ADJUSTMENT	24,625.000 DOLL	1.00	24,625.00
0230	10030NS	ASPHALT ADJUSTMENT	43,400.000 DOLL	1.00	43,400.00
SECTION 0002 DEMOBILIZATION					
0240	02569	DEMOBILIZATION (AT LEAST 1.5%)	LUMP		
		TOTAL BID			