CALL NO. 314

CONTRACT ID. 221325

CARTER COUNTY

FED/STATE PROJECT NUMBER FD05 022 0060 030-035

DESCRIPTION US60

WORK TYPE ASPHALT PAVEMENT & ROADWAY REHAB

PRIMARY COMPLETION DATE 11/30/2022

LETTING DATE: May 26,2022

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME May 26,2022. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT 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 - 09

CONTRACT ID - 221325

FD05 022 0060 030-035

COUNTY - CARTER

PCN - DE02200602225
FD05 022 0060 030-035

US60 FROM MILEPOINT 30.018 TO MILEPOINT 34.847, A DISTANCE OF 04.83 MILES.ASPHALT PAVEMENT & ROADWAY REHAB SYP NO. 09-22318.00.

GEOGRAPHIC COORDINATES LATITUDE 38:21:09.00 LONGITUDE 82:48:16.00

ADT 5,612

COMPLETION DATE(S):

COMPLETED BY 11/30/2022	APPLIES TO ENTIRE CONTRACT - SEE SPECIAL NOTE

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

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

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

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

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

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

Questions about projects during the advertisement should be submitted in writing to the Division of Construction Procurement. This may be done by 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.

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 electronic bidding software. Submittal of the Affidavit should be done along the bid in Bid Express.

April 30, 2018

ASPHALT MIXTURE

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

DGA BASE

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

FUEL AND ASPHALT PAY ADJUSTMENT

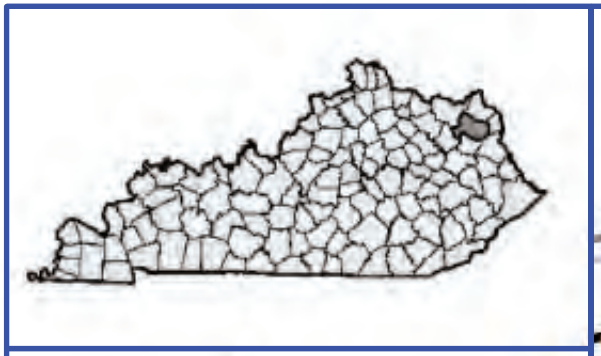
The Department has included the Contract items Asphalt Adjustment and Fuel Adjustment for possible future payments at an established Contract unit price of $1.00. The Department will calculate actual adjustment quantities after work is completed. If existing Contract amount is insufficient to pay all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

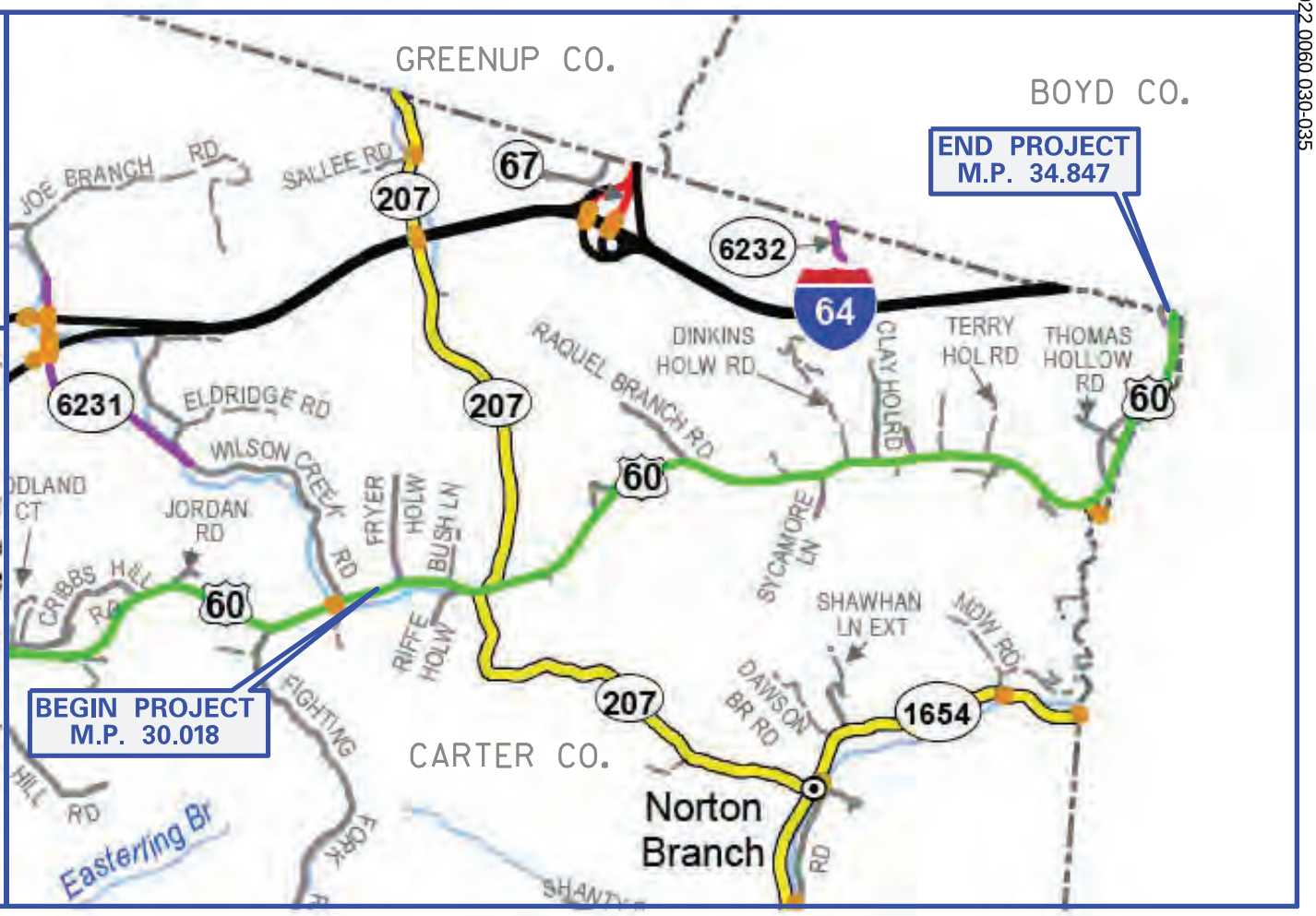
ASPHALT PAVEMENT RIDE QUALITY CATEGORY A

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

OPTION A

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





PROJECT LENGTH: 4.829 MI.
AADT: 5,612 (2019)

PROJECT NUMBER: FD05 022 0060 030–035

ITEM NUMBER: 9–22318 **LETTING DATE:** MAY 26, 2022

RECOMMENDED BY: ANDRE JOHANNES, P.E. **DATE:** _____
Project Manager

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

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

3 HMB Circle, U.S. 460
Frankfort, KY 40601
502-695-9800

County	Item No.
CARTER	9-22318

SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 1 OF 12

County	Item No.
CARTER	9-22318

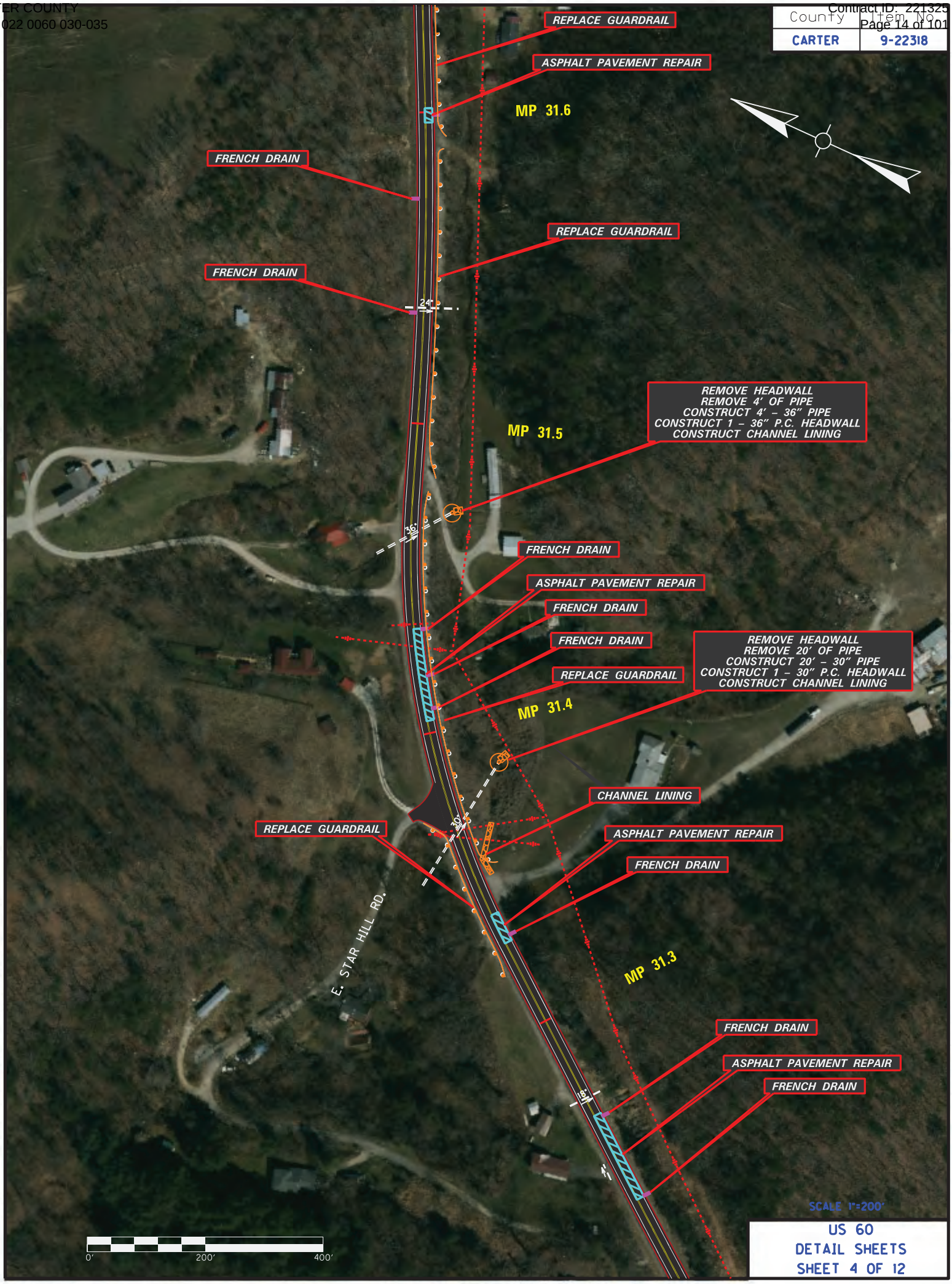
SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 2 OF 12

SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 3 OF 12

County	Item No.
CARTER	9-22318



SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 4 OF 12

County	Item No.
CARTER	9-22318

SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 5 OF 12

County	Item No.
CARTER	9-22318

SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 6 OF 12

County	Item No.
CARTER	9-22318

SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 7 OF 12

County	Item No.
CARTER	9-22318

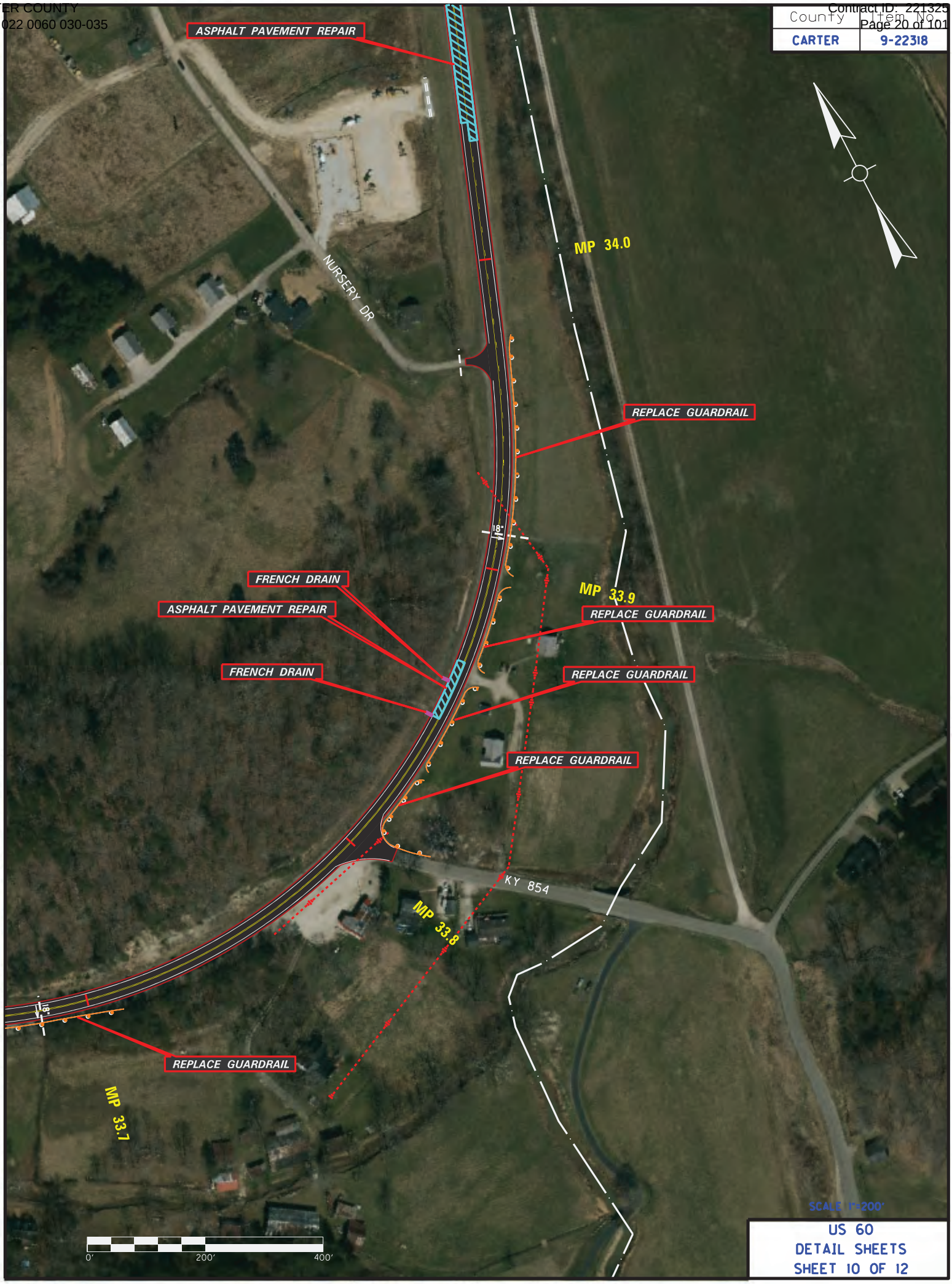
SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 8 OF 12

County	Item No.
CARTER	9-22318

US 60
DETAIL SHEETS
SHEET 9 OF 12

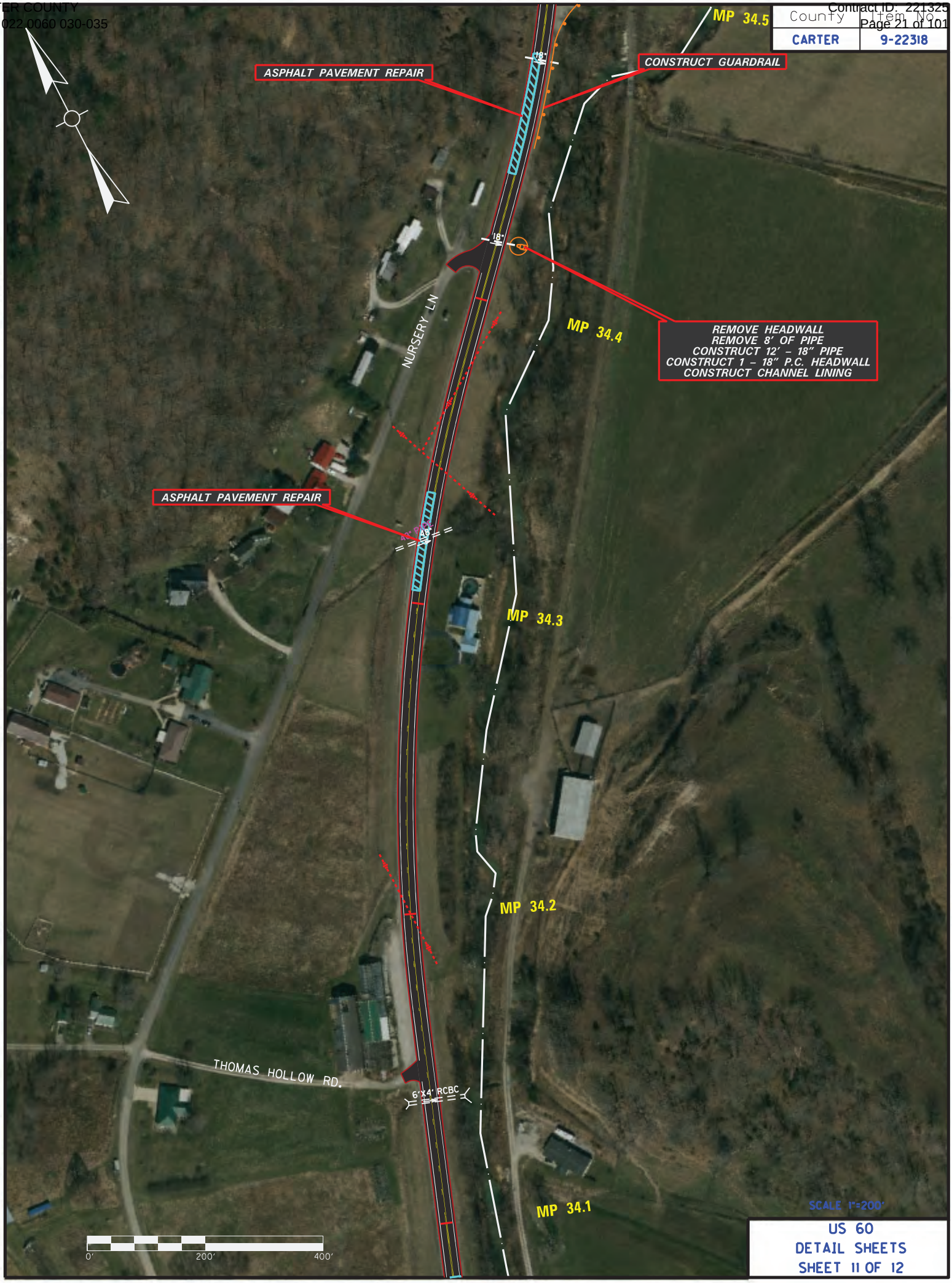
County	Item No.
CARTER	9-22318



SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 10 OF 12

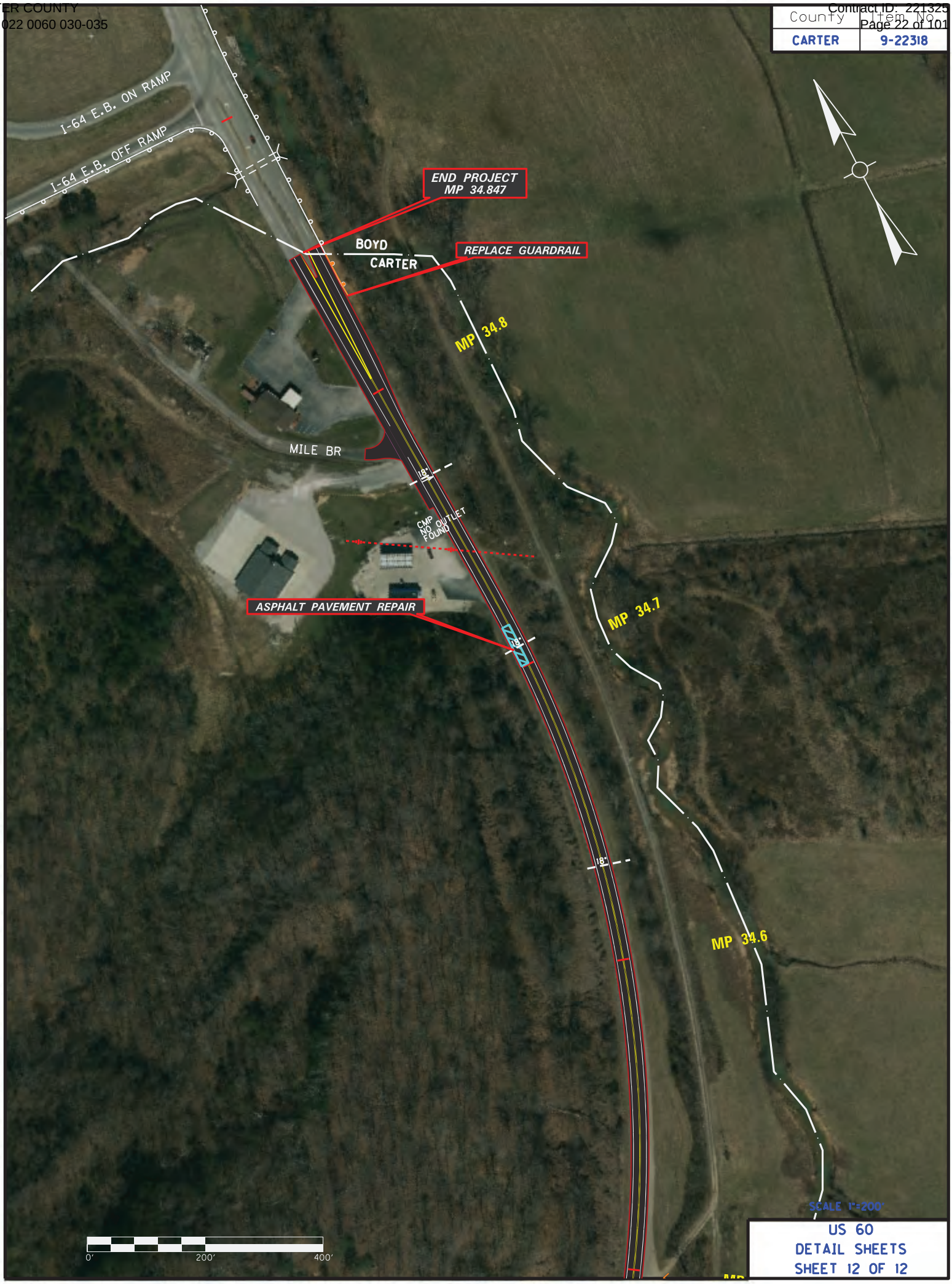
County	Item No.
CARTER	9-22318



SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 11 OF 12

County	Item No.
CARTER	9-22318



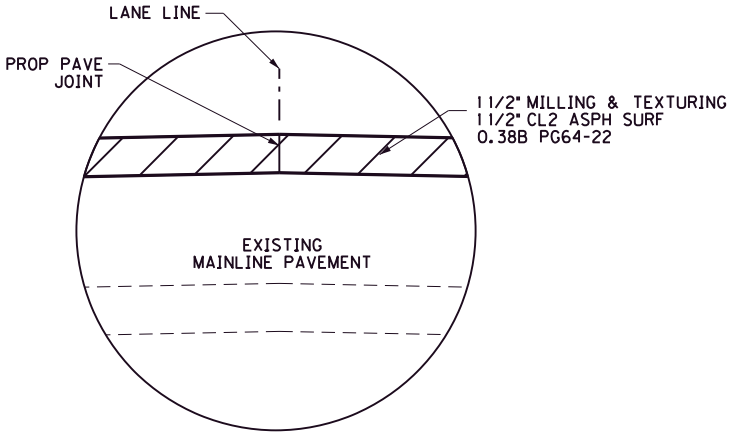
SCALE 1"=200'

US 60
DETAIL SHEETS
SHEET 12 OF 12

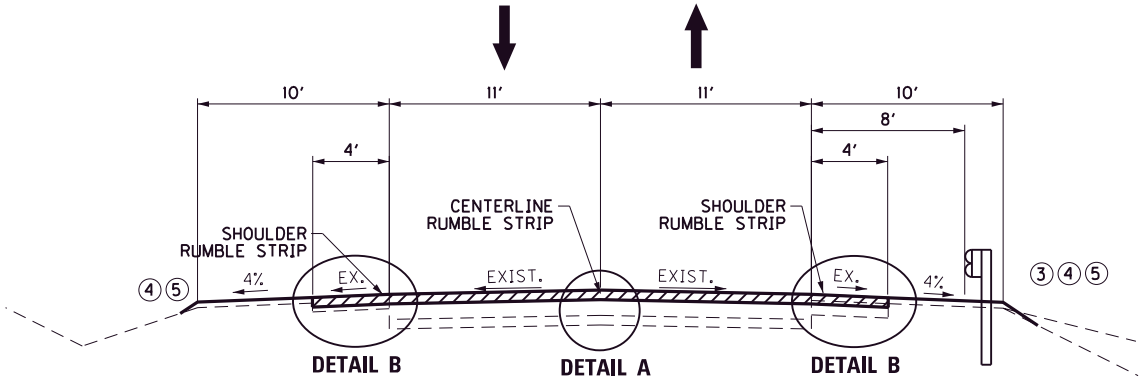
TYPICAL SECTION

US 60
MP 30.018 TO MP 34.847

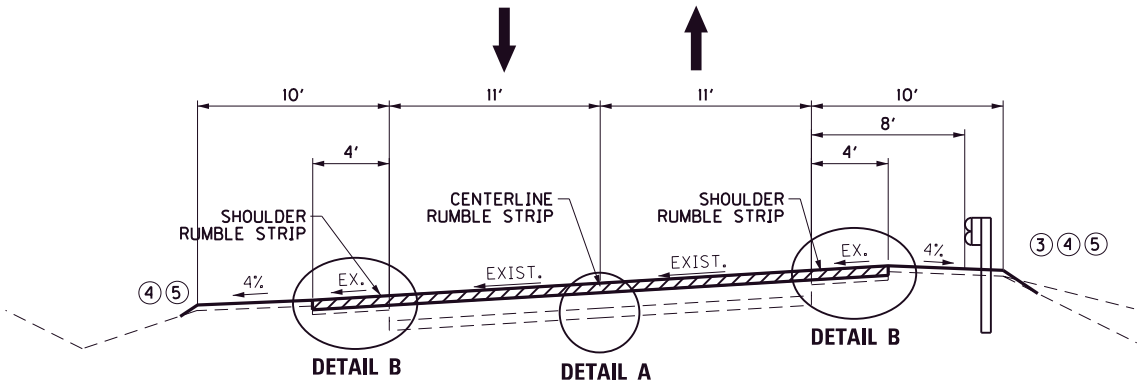
County	Item No.	Sheet
CARTER	9-22318	-



DETAIL A

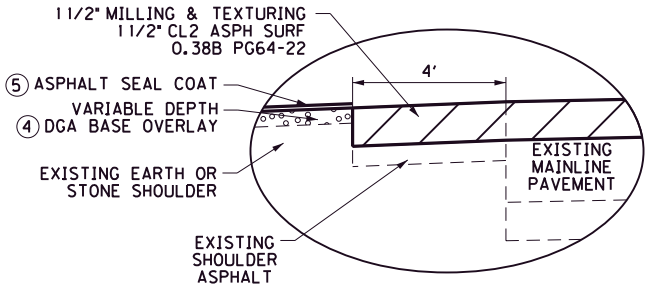


MAINLINE NORMAL SECTION



MAINLINE SUPERELEVATED SECTION

1. TO BE USED AS DIRECTED BY THE ENGINEER FOR PAVEMENT IRREGULARITIES.
2. APPLY ASPHALT MATERIAL FOR TACK - NON-TRACKING BETWEEN EACH COURSE AT 0.7 LBS PER SY.
3. USE 7' POSTS FOR GUARDRAIL.
4. EXTEND DGA BASE SHOULDER OVERLAY TO THE SHOULDER BREAK MINIMUM AND EXTEND DOWN THE SLOPE TO A TIE DOWN POINT AS NEEDED. APPLY DGA BASE OVERLAY TO SHOULDERS ONLY AT LOCATIONS DESIGNATED BY THE ENGINEER. GRADE AND COMPACT THE EXISTING SHOULDER SURFACE PRIOR TO PLACEMENT.
5. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE (Where Applicable). TWO APPLICATIONS OF THE FOLLOWING :
   ASPHALT SEAL COAT ..... 2.4 lbs. / S.Y.
   ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.
   APPLY SEAL COAT ONLY AT LOCATIONS THAT DGA BASE HAS BEEN APPLIED TO SHOULDERS.



DETAIL B

SURFACING SCHEDULE

② ***MAINLINE, SHOULDERS, & APPROACHES***

LEVELING AND WEDGING PG64-22.....AS DIRECTED ①
ASPHALT PAVE MILLING & TEXTURING.....1 1/2" DEPTH
CL2 ASPH SURF 0.38B PG64-22.....1 1/2" DEPTH

NOTE: OVERLAY APPROACHES TO THE BACK OF RADIUS MINIMUM. ADDITIONAL LENGTH OF APPROACH OVERLAY TO TIE DOWN POINT MAY BE REQUIRED.

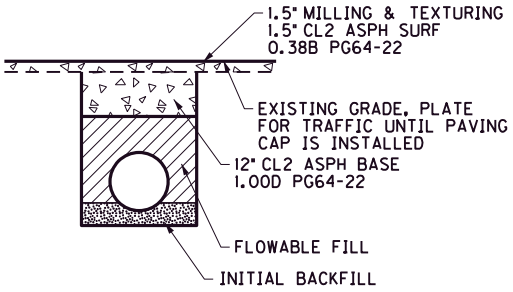
NOT TO SCALE

US 60
TYPICAL SECTIONS
-

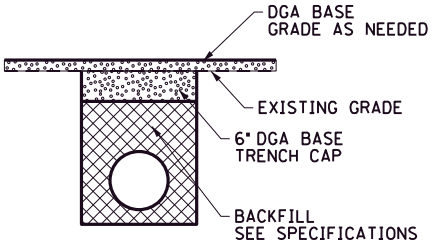
County	Item No.	Sheet
CARTER	9-22318	-

TYPICAL SECTION

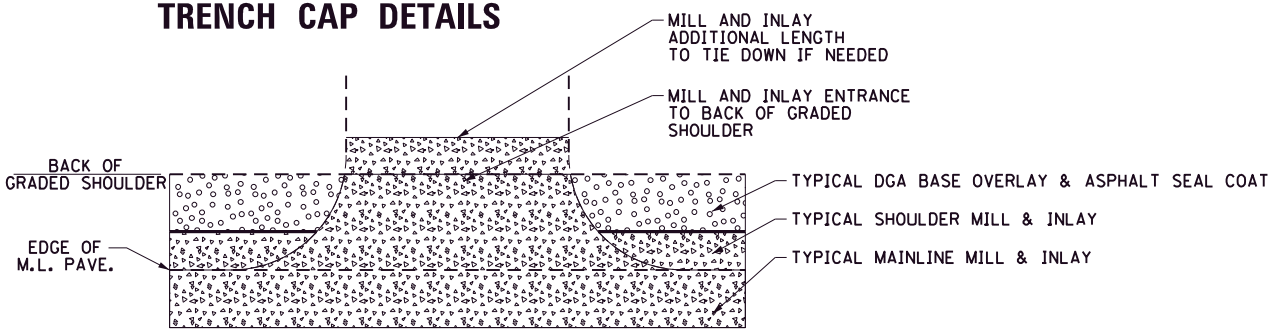
US 60
ENTRANCE DETAILS
TRENCH CAP DETAILS



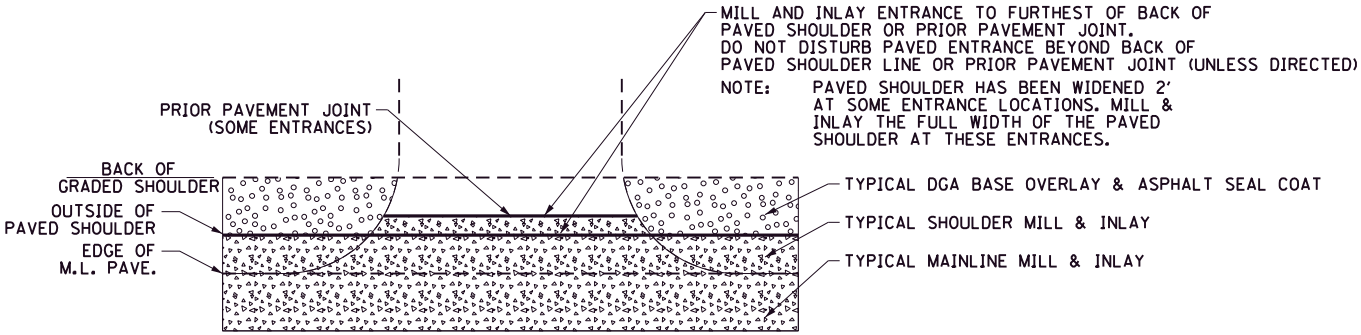
CROSS DRAIN PAVING CAP



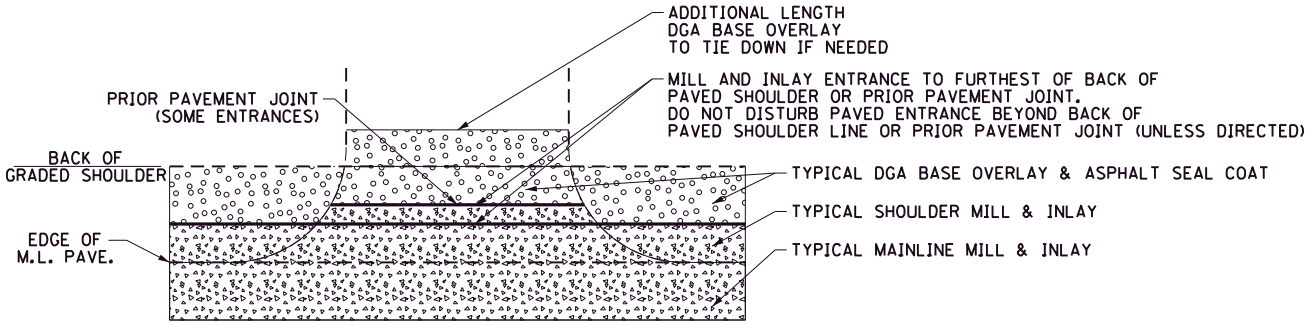
GRAVEL ENTRANCE
ENT. PIPE PAVING CAP



ASPHALT ENTRANCE
(AS DENOTED ON PLANS AS MILL & INLAY) ②



ASPHALT ENTRANCE
(NOT DENOTED ON PLANS AS MILL & INLAY)



STONE ENTRANCE

① ***ASPHALT ENTRANCE***

ASPHALT PAVE MILLING & TEXTURING.....1 1/2" DEPTH
CL2 ASPH SURF 0.38B PG64-22.....1 1/2" DEPTH

① APPLY ASPHALT MATERIAL FOR TACK - NON-TRACKING BETWEEN EACH COURSE AT 0.7 LBS PER SY.

② ONLY MILL AND INLAY IN ACCORDANCE WITH THIS DETAIL IF DESIGNATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

NOT TO SCALE

US 60
TYPICAL SECTIONS
-

US 60
CARTER COUNTY
ITEM NO. 9-22318 , PAVEMENT REHABILITIATION
MILEPOINT 30.018 TO 34.847
GENERAL SUMMARY

ITEM NUMBER	ITEM		UNIT	QUANTITY
00001	DGA BASE	(1)	TON	4,948
00100	ASPHALT SEAL AGGREGATE	(1)	TON	907
00103	ASPHALT SEAL COAT	(1)	TON	109
00190	LEVELING & WEDGING PG64-22	(1)	TON	500
00212	CL2 ASPH BASE 1.00D PG64-22	(1)	TON	2,571
00307	CL2 ASPH SURF 0.38B PG64-22	(1)	TON	7,572
02676	MOBILIZATION FOR MILL & TEXT	(1)	LS	1
02677	ASPHALT PAVE MILLING & TEXTURING	(1)	TON	10,125
24103EC	FRENCH DRAIN	(1)	LF	322
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	(1)	TON	36
00071	CRUSHED AGGREGATE SIZE NO 57	(2)	TON	45
00440	ENTRANCE PIPE-15 IN	(2)	LF	40
00461	CULVERT PIPE-15 IN	(2)	LF	8
00462	CULVERT PIPE-18 IN	(2)	LF	62
00466	CULVERT PIPE-30 IN	(2)	LF	20
00468	CULVERT PIPE-36 IN	(2)	LF	4
01202	PIPE CULVERT HEADWALL-15 IN	(2)	EACH	1
01204	PIPE CULVERT HEADWALL-18 IN	(2)	EACH	3
01210	PIPE CULVERT HEADWALL-30 IN	(2)	EACH	1
01212	PIPE CULVERT HEADWALL-36 IN	(2)	EACH	1
01310	REMOVE PIPE	(2)	LF	110
01433	SLOPED BOX OUTLET TYPE 1-18 IN	(2)	EACH	2
02484	CHANNEL LINING CLASS III	(2)	TON	1,415
02603	FABRIC-GEOTEXTILE CLASS 2	(2)	SQYD	1,115
02625	REMOVE HEADWALL	(2)	EACH	6
24862EC	PVC FOLD AND FORM PIPE LINER-18 IN	(2)	LF	50
23484EC	PIPE LINER ACCEPTANCE TESTING	(2)	LS	1
01982	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	(3)	EACH	174
02360	GUARDRAIL TERMINAL SECTION NO 1	(3)	EACH	33
02367	GUARDRAIL END TREATMENT TYPE 1	(3)	EACH	10
02373	GUARDRAIL END TREATMENT TYPE 3	(3)	EACH	3
02381	REMOVE GUARDRAIL	(3)	LF	7,862.5
02391	GUARDRAIL END TREATMENT TYPE 4A	(3)	EACH	5
21802EN	G/R STEEL W BEAM-S FACE (7 FT POST)	(3)	LF	8,643.75
02159	TEMP DITCH		LF	12,749

(1) CARRIED OVER FROM PAVING SUMMARY.
(2) CARRIED OVER FROM PIPE SUMMARY.
(3) CARRIED OVER FROM GUARDRAIL SUMMARY.

US 60
CARTER COUNTY
ITEM NO. 9-22318 , PAVEMENT REHABILITIATION
MILEPOINT 30.018 TO 34.847
GENERAL SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
02160	CLEAN TEMP DITCH	LF	6,374
02703	SILT TRAP TYPE A	EACH	2
02704	SILT TRAP TYPE B	EACH	2
02705	SILT TRAP TYPE C	EACH	2
02706	CLEAN SILT TRAP TYPE A	EACH	2
02707	CLEAN SILT TRAP TYPE B	EACH	2
02708	CLEAN SILT TRAP TYPE C	EACH	2
02575	DITCHING AND SHOULDERING	LF	25,497
05950	EROSION CONTROL BLANKET	SQYD	9,680
05952	TEMP MULCH	SQYD	6,453
05953	TEMP SEEDING AND PROTECTION	SQYD	4,840
05963	INITIAL FERTILIZER	TON	0.5
05964	MAINTENANCE FERTILIZER	TON	0.3
05992	AGRICULTURAL LIMESTONE	TON	6
40030	TEMPORARY SILT FENCE	LF	12,749
02562	TEMPORARY SIGNS	SQFT	800
02650	MAINTAIN & CONTROL TRAFFIC	LS	1
02671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	2
06511	PAVE STRIPING-TEMP PAINT-6 IN	LF	101,568
02696	SHOULDER RUMBLE STRIPS	LF	50,784
06568	PAVE MARKING-THERMO STOP BAR-24IN	LF	238
20458ES403	CENTERLINE RUMBLE STRIPS	LF	25,392
24189ER	DURABLE WATERBORNE MARKING-6 IN W	LF	50,784
24190ER	DURABLE WATERBORNE MARKING-6 IN Y	LF	46,934
02726	STAKING	LS	1
24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	SQFT	560,934
08100	CONCRETE-CLASS A ④	CUYD	9.3
08150	STEEL REINFORCEMENT ④	LB	352
08003	FOUNDATION PREPARATION ④	LS	1
02403	REMOVE CONCRETE MASONRY ④	CUYD	11.8
20465EC	CLEAN CULVERT ⑤	LS	1
20465EC	CLEAN CULVERT ⑥	LS	1
20465EC	CLEAN CULVERT ⑦	LS	1
20465EC	CLEAN CULVERT ⑧	LS	1
20465EC	CLEAN CULVERT ⑨	LS	1
20465EC	CLEAN CULVERT ⑩	LS	1
20465EC	CLEAN CULVERT ⑪	LS	1
02568	MOBILIZATION	LS	1

④ CARRIED OVER FROM CULVERT REPAIR DETAIL.
⑤ MP 30.077 6'X4' RCBC
⑥ MP 30.337 6'X4' RCBC
⑦ MP 30.465 8'X6' RCBC
⑧ MP 32.563 6'X4' RCBC
⑨ MP 32.707 54" PIPE CULVERT
⑩ MP 32.870 6'X3' RCBC
⑪ MP 33.040 54" PIPE CULVERT

US 60
CARTER COUNTY
ITEM NO. 9-22318 , PAVEMENT REHABILITIATION
MILEPOINT 30.018 TO 34.847
GENERAL SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
02569	DEMOBILIZATION	LS	1
10020NS	FUEL ADJUSTMENT	DOLL	16,566
10030NS	ASPHALT ADJUSTMENT	DOLL	41,610

US 60
CARTER COUNTY
ITEM NO. 9-22318 , PAVEMENT REHABILITIATION
MILEPOINT 30.018 TO 34.847
PAVING SUMMARY

PAVING AREAS (SY)

ITEM	TOTAL	ITEM	TOTAL
MAINLINE, SHOULDERS, ENTR. & APPR.		SHOULDERS	
1" ASPHALT PAVE MILLING & TEXTURING	91,775	ASPHALT SEAL AGGREGATE	45,328
1.5" CL2 ASPH SURF 0.38B PG64-22	91,775	ASPHALT SEAL COAT	45,328

PAVING SUMMARY

ITEM CODE	ITEM		UNIT	QUANTITY
00001	DGA BASE	(1)	TON	4,948
00100	ASPHALT SEAL AGGREGATE	(2)	TON	907
00103	ASPHALT SEAL COAT	(3)	TON	109
00190	LEVELING & WEDGING PG64-22	(4)	TON	500
00212	CL2 ASPH BASE 1.00D PG64-22	(5)	TON	2,571
00307	CL2 ASPH SURF 0.38B PG64-22		TON	7,572
				-
02676	MOBILIZATION FOR MILL & TEXT		LS	1
02677	ASPHALT PAVE MILLING & TEXTURING	(6)	TON	10,125
				-
24103EC	FRENCH DRAIN		LF	322
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	(7)	TON	36
				-
				-
				-

(1) FOR OVERLAY OF EARTH/STONE SHOULDER AND FOR PREPARATION OF SHOULDER FOR GUARDRAIL. INCLUDES 282 TONS FROM STREAM BANK STAB. DETAIL AND 25 TONS FROM FRENCH DRAIN DETAIL.

(2) BASED ON COVERAGE OF 50% OF SHOULDERS AND BASED ON 2 APPLICATIONS OF 20 LBS/SY.

(3) BASED ON COVERAGE OF 50% OF SHOULDERS AND BASED ON 2 APPLICATIONS OF 2.4 LBS/SY.

ALL ITEMS CARRIED OVER TO GENERAL SUMMARY

(4) TO BE USED AS DIRECTED FOR PAVEMENT IRREGULARITIES.

(5) INCLUDES 2,553 TONS FROM ASPH PAVEMENT REPAIR DETAIL AND 18 TONS FROM FRENCH DRAIN DETAIL.

(6) INCLUDES 2,553 TONS FROM ASPH PAVEMENT REPAIR DETAIL.

(7) BASED ON APPLICATION RATE OF 0.7 LBS/SY.

ASPHALT MIXES CALC. BASED ON 110 LBS/SY/IN

US 60
CARTER COUNTY
ITEM NO. 9-22318 , PAVEMENT REHABILITIATION
MILEPOINT 30.018 TO 34.847
PIPE SUMMARY

MILEPOINT	CRUSHED AGGREGATE SIZE NO 57	ENTRANCE PIPE-15 IN	CULVERT PIPE-15 IN	CULVERT PIPE-18 IN	CULVERT PIPE-30 IN	CULVERT PIPE-36 IN	PIPE CULVERT HEADWALL-15 IN	PIPE CULVERT HEADWALL-18 IN	PIPE CULVERT HEADWALL-30 IN	PIPE CULVERT HEADWALL-36 IN	REMOVE PIPE	SLOPED BOX OUTLET TYPE 1-18 IN	CHANNEL LINING CLASS III	FABRIC-GEOTEXTILE CLASS 2	REMOVE HEADWALL	CLEAN CULVERT	PVC FOLD AND FORM PIPE LINER-18 IN	PIPE LINER ACCEPTANCE TESTING	REMARKS
ITEM CODE	00071	00440	00461	00462	00466	00468	01202	01204	01210	01212	01310	01433	02484	02603	02625	20465EC	24862EC	23484EC	
UNIT	TON	LF	LF	LF	LF	LF	EACH	EACH	EACH	EACH	LF	EACH	TON	SQYD	EACH	LS	LF	LS	
30.075		40									40								ENTRANCE LEFT
30.077																1			6'X4' RCBC
30.337																1			6'X4' RCBC
30.465																1			8'X6' RCBC
30.832													43						DITCH LT
30.855			8				1				4		16		1				OUTLET RT, S&F O DEG SKEW
30.957													31						STABILIZE DITCH FOR GR END TREAT TY3 RT.
31.149				8				1			4		16		1				OUTLET RT, S&F O DEG SKEW
31.359													83						EROSION RIGHT
31.386					20				1		20		24		1				OUTLET RT, S&F O DEG SKEW
31.473						4				1	4		20		1				OUTLET RT, S&F O DEG SKEW
31.700	45												1,048	1,115					SEE BANK STABILIZATION DETAIL.
32.495																	50		
32.563																1			6'X4' RCBC
32.707																1			54" PIPE CULVERT
32.870																1			6'X3' RCBC
33.033				30							22	2							APPROACH LT.
33.040													32			1			54" PIPE CULVERT, OUTLET EROSION RT.
33.629				12				1			8		11		1				OUTLET RT, S&F 0 DEG SKEW
34.140													80						OUTLET CULVERT REPAIR SLOPE ARMOR
34.420				12				1			8		11		1				OUTLET RT, S&F 0 DEG SKEW
																		1	PROJECT
PROJECT TOTAL	45	40	8	62	20	4	1	3	1	1	110	2	1,415	1,115	6	7	50	1	

ALL ITEMS CARRIED OVER TO THE GENERAL SUMMARY.

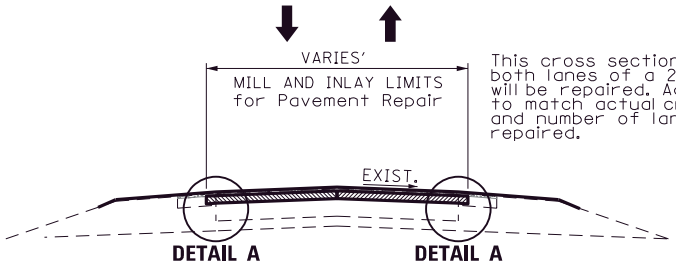
US 60
CARTER COUNTY
ITEM NO. 9-22318 , PAVEMENT REHABILITIATION
MILEPOINT 30.018 TO 34.847
GUARDRAIL SUMMARY

POINT NUMBERS	FROM MILEPOST	TO MILEPOST	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	GUARDRAIL TERMINAL SECTION NO 1	GUARDRAIL END TREATMENT TYPE 1	GUARDRAIL END TREATMENT TYPE 3	REMOVE GUARDRAIL	GUARDRAIL END TREATMENT TYPE 4A	G/R STEEL W BEAM-S FACE (7 FT POST)					DESCRIPTION
ITEM CODE			01982	02360	02367	02373	02381	02391	21802EN					
UNIT			EACH	EACH	EACH	EACH	LF	EACH	LF					
	30.649	30.753	10	1	1		562.5		516.25					E.B. QTY INCL. 1.3XRADIUS LENGTH
	30.768	30.959	20		1	1	1,025		975					E.B.
	30.794	30.832	3	1	1		200		153.75					W.B. QTY INCL. 1.3XRADIUS LENGTH
	31.099	31.152	5	1			300	1	257.5					E.B. QTY INCL. 1.3XRADIUS LENGTH
	31.319	31.373	5	1			300	1	261.25					W.B. QTY INCL. 1.3XRADIUS LENGTH
	31.353	31.479	12	1	1		662.5		623.75					E.B. QTY INCL. 1.3XRADIUS LENGTH
	31.483	31.588	12	2			575		578.75					E.B. QTY INCL. 1.3XRADIUS LENGTH
	31.592	31.642	6	2			275		293.75					E.B. QTY INCL. 1.3XRADIUS LENGTH
	31.645	31.722	9	1		1	425		445					E.B. QTY INCL. 1.3XRADIUS LENGTH
	31.711	31.735	2	1			150	1	115					W.B. QTY INCL. 1.3XRADIUS LENGTH
	31.739	31.805	8	2			375		393.75					W.B. QTY INCL. 1.3XRADIUS LENGTH
	32.225	32.282	4		2				200					E.B.
	32.225	32.270	4	1				1	203.75					W.B. QTY INCL. 1.3XRADIUS LENGTH
	33.222	33.245	3	2					148.75					W.B. QTY INCL. 1.3XRADIUS LENGTH
	33.236	33.242	1	2					65					E.B. QTY INCL. 1.3XRADIUS LENGTH
	33.298	33.344	6	2					277.5					E.B. QTY INCL. 1.3XRADIUS LENGTH
	33.348	33.442	9	1	1		512.5		470					E.B. QTY INCL. 1.3XRADIUS LENGTH
	33.446	33.516	8	2			375		390					E.B. QTY INCL. 1.3XRADIUS LENGTH
	33.520	33.597	9	2			437.5		452.5					E.B. QTY INCL. 1.3XRADIUS LENGTH
	33.601	33.710	12	1		1	600		607.5					E.B. QTY INCL. 1.3XRADIUS LENGTH
	33.813	33.830	4	1	1		225		182.5					E.B. QTY INCL. 1.3XRADIUS LENGTH
	33.833	33.863	4	2			187.5		202.5					E.B. QTY INCL. 1.3XRADIUS LENGTH
	33.868	33.896	4	2			175		190					E.B. QTY INCL. 1.3XRADIUS LENGTH
	33.899	33.975	8	1			425	1	382.5					E.B. QTY INCL. 1.3XRADIUS LENGTH
	34.451	34.500	5	1	1				232.5					E.B. QTY INCL. 1.3XRADIUS LENGTH
	34.832	34.846	1		1		75		25					E.B.
PROJECT TOTAL			174	33	10	3	7,862.5	5	8,643.75					

ALL ITEMS CARRIED OVER TO GENERAL SUMMARY.

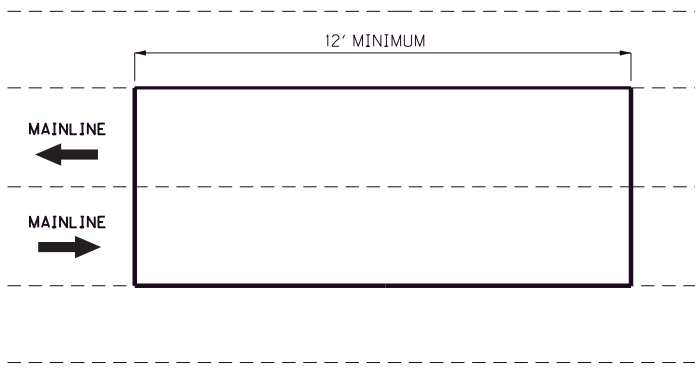
US 60
ASPHALT PAVEMENT REPAIR DETAIL

County	Item No.	Sheet
CARTER	9-22318	

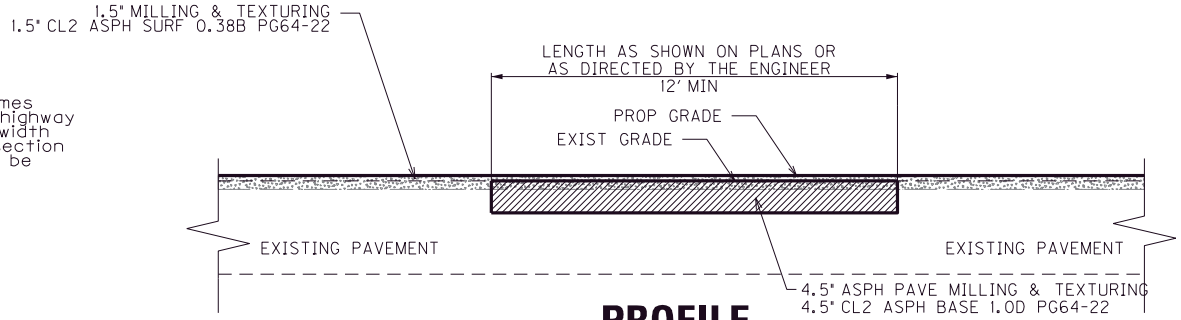


This cross section assumes both lanes of a 2 lane highway will be repaired. Adjust width to match actual cross section and number of lanes to be repaired.

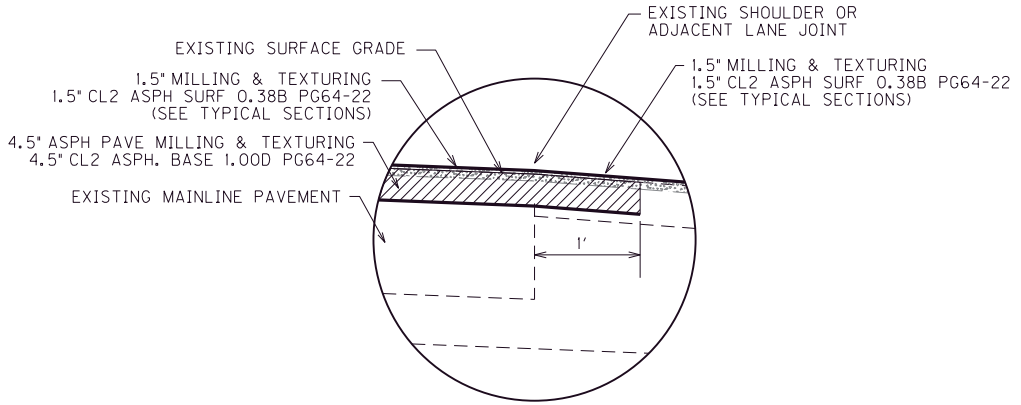
CROSS SECTION



PLAN VIEW



PROFILE



DETAIL A

BID ITEM

*	2677	ASPHALT PAVE MILLING AND TEXTURING	2.553 TONS
*	210	CL2 ASPH BASE 1.00D PG64-22	2.553 TONS

* Only items listed will be considered for payment and will considered full compensation for the work required. Any other items of work not listed for payment will be considered incidental to other items of work.

Asph base course class and binder grade to be chosen by designer based on current asphalt warrants and/or to remain consistent with mainline asphalt surface used on the project.

* (CARRIED ON PAVING SUMMARY)

NOT TO SCALE

NOTES

1. Pavement repairs shall be performed at locations selected by and as directed by the Engineer. The Engineer will assess, select, and mark areas for treatment. The full lane width will be removed and replaced. The Engineer may elect to perform repairs on one lane or multiple lanes. An edge key 12" into the adjacent lane/shoulder is required for the milling and asphalt base. For estimate purposes, quantities were estimated based on 4.5" thicknesses with additional quantity of 200 tons added to be used as directed by the engineer for additional depth repairs or additional locations.
2. Complete pavement repair operations in one continuous operation or protect with barrier wall. Do not leave an unprotected hole with no workers present. If barrier wall must be used for pavement repairs, it will be considered incidental to other items of work and not be considered for payment.
3. The item ASPHALT PAVE MILLING AND TEXTURING includes removal of all asphalt to the required dimensions including keying into the adjacent lane or shoulder.
4. Perform typical milling and overlay operations with resurfacing items subject to payment as part of the resurfacing operation after completion of the asphalt pavement repairs. Allow traffic to run on the asphalt pavement repairs a minimum of 14 days prior to initiation of the typical overlay operations. The top 1.5" of asphalt base will be sacrificial.

US 60
ASPHALT PAVEMENT REPAIR

County	Item No.	Sheet
CARTER	9-22318	

BEGIN MP	END MP	WESTBOUND LANE	EASTBOUND LANE	LENGTH (FT)	WIDTH (FT)	THICKNESS (IN)	AREA (SY)	QUANITY (TONS)
30.034	30.111	X		410	13	4.5	592	147
30.130	30.159	X	X	149	24	4.5	397	98
30.159	30.201	X		222	13	4.5	321	79
30.232	30.259	X		140	13	4.5	202	50
30.259	30.273	X	X	74	24	4.5	197	49
30.273	30.285	X		65	13	4.5	94	23
30.297	30.305		X	44	13	4.5	64	16
30.305	30.404	X	X	522	24	4.5	1392	345
30.404	30.444	X		213	13	4.5	308	76
30.464	30.520	X		299	13	4.5	432	107
30.843	30.859		X	84	13	4.5	121	30
30.930	30.947		X	90	13	4.5	130	32
30.947	30.957	X	X	53	24	4.5	141	35
30.957	30.994		X	197	13	4.5	285	71
31.159	31.190	X	X	161	24	4.5	429	106
31.235	31.266		X	160	13	4.5	231	57
31.328	31.338		X	53	13	4.5	77	19
31.404	31.434		X	158	13	4.5	228	56
31.597	31.601		X	24	13	4.5	35	9
32.147	32.223		X	398	13	4.5	575	142
32.223	32.263	X	X	215	24	4.5	573	142
32.471	32.503		X	169	13	4.5	244	60
32.531	32.554		X	117	13	4.5	169	42
32.721	32.748		X	140	13	4.5	202	50
32.800	32.838	X	X	197	24	4.5	525	130
33.570	33.591		X	112	13	4.5	162	40
33.849	33.869	X		105	13	4.5	152	38
34.038	34.045		X	32	13	4.5	46	11
34.045	34.083	X	X	201	24	4.5	536	133
34.304	34.336	X		167	13	4.5	241	60
34.442	34.481	X		207	13	4.5	299	74
34.700	34.714	X		73	13	4.5	105	26
				TO BE USED AS DIRECTED BY ENGINEER				200
							TOTAL	2553

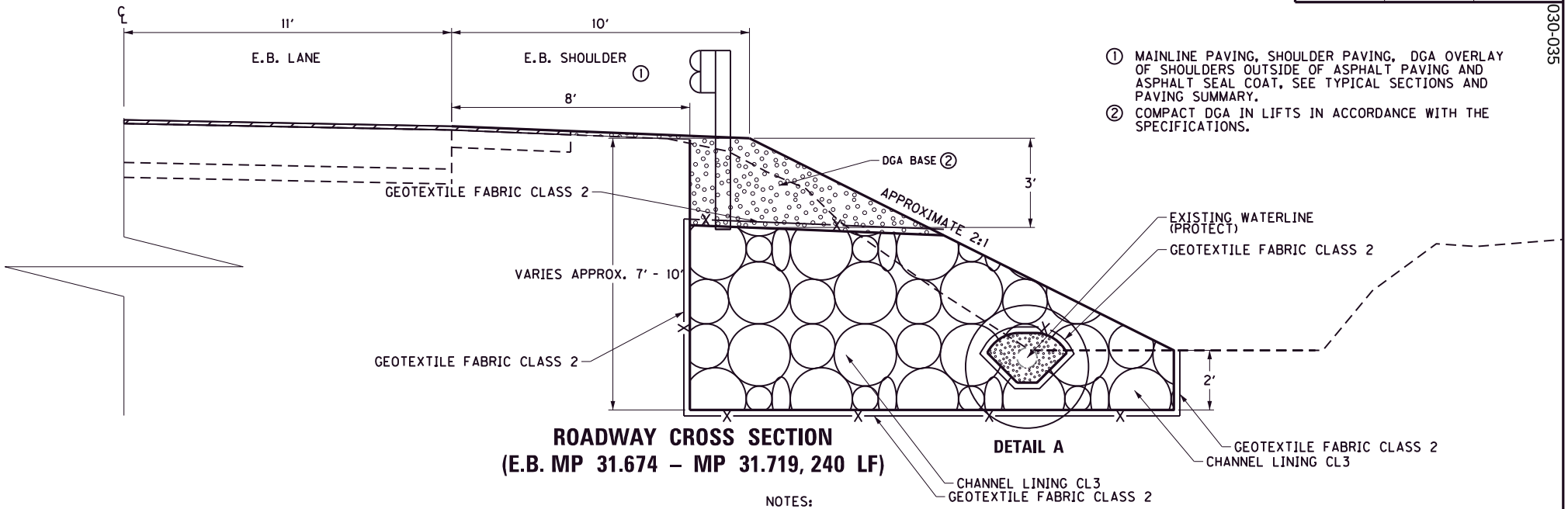
NOTE: ALL QUANTITIES CARRIED OVER TO THE GENERAL SUMMARY AND PAVING SUMMARY

NOT TO SCALE

US 60
ASPHALT PAVEMENT REPAIR

STREAM BANK STABILIZATION DETAIL

County	Item No.	Sheet
CARTER	9-22318	-

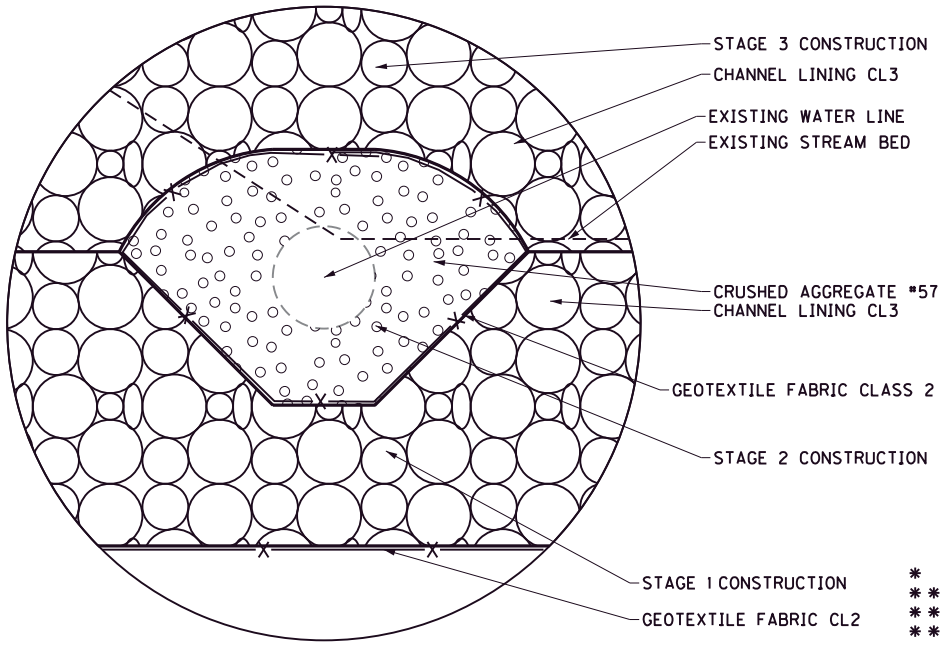


ROADWAY CROSS SECTION
(E.B. MP 31.674 – MP 31.719, 240 LF)

DETAIL A

① MAINLINE PAVING, SHOULDER PAVING, DGA OVERLAY OF SHOULDERS OUTSIDE OF ASPHALT PAVING AND ASPHALT SEAL COAT, SEE TYPICAL SECTIONS AND PAVING SUMMARY.

② COMPACT DGA IN LIFTS IN ACCORDANCE WITH THE SPECIFICATIONS.



DETAIL A

NOTES:

EXISTING CONDITIONS DEPICTED ARE APPROXIMATE, AND PROPOSED CONSTRUCTION AND DIMENSIONS ARE TYPICAL IN NATURE AND THIS DETAIL MAY NOT ACCURATELY REFLECT ACTUAL CONSTRUCTION REQUIREMENTS. THE ENGINEER WILL ASSESS THE EXISTING CONDITIONS AND MAY MODIFY THE REPAIR METHOD AS NEEDED.

AN EXISTING WATERLINE IS LOCATED AT THE TOE OF EXISTING SLOPE AND IS EXPOSED IN SOME LOCATIONS. OTHER UTILITIES MAY EXIST. THE CONTRACTOR WILL BE RESPONSIBLE FOR CONTACTING BUD AND WILL ALSO BE RESPONSIBLE FOR CONTACTING ANY COMPANIES THAT ARE NOT A MEMBER OF BUD FOR LOCATIONS. AVOID AND PROTECT THE EXISTING WATERLINE AND OTHER POTENTIAL UTILITIES DURING CONSTRUCTION. CONSTRUCTION METHODS MAY BE ALTERED BY THE ENGINEER TO AVOID UTILITIES. IF AN EXISTING UTILITY NEEDS TO BE RELOCATED FOR THIS WORK, THE CONTRACTOR WILL WORK WITH THE COMPANY AT NO ADDITIONAL COST TO THE DEPARTMENT, AND COORDINATE WITH THE COMPANY TO OBTAIN THE RELOCATION.

NOTIFY THE OWNER OF THE WATERLINE 2 WEEKS IN ADVANCE OF THE WORK. COMPLETE THE REPAIR IN SEGMENTS NOT TO EXCEED 25' IN LENGTH TO AVOID BLOW-OUT OF THE WATERLINE. COMPLETE EACH SEGMENT IN 3 PHASES. EXCAVATE TO APPROXIMATELY 2' BELOW THE STREAM BED ELEVATION TO THE DIMENSIONS SHOWN. HAND EXCAVATE AROUND THE WATERLINE IF NECESSARY TO AVOID DAMAGE AND PROTECT THE LINE. PLACE CHANNEL LINING ON EACH SIDE OF THE WATERLINE TO WITHIN APPROXIMATELY 6 INCHES OF THE WATERLINE ON EACH SIDE OF THE LINE AND TO APPROXIMATELY LEVEL WITH THE TOP OF THE LINE. PLACE GEOTEXTILE FABRIC UNDER THE WATERLINE AND PLACE #57 STONE AROUND THE LINE AND HEAPING TO A DEPTH OF APPROXIMATELY 6 INCHES OVER THE EXISTING WATERLINE. COMPLETE WRAPPING THE STONE WITH FABRIC, AND COMPLETE THE PLACEMENT OF CHANNEL LINING, GEOTEXTILE FABRIC, AND DGA BASE CAP.

COMPLETE THE WORK IN COMPLIANCE WITH SECTION 213 OF THE SPECIFICATIONS AND USE BEST MANAGEMENT PRACTICES IN EROSION CONTROL AND DEWATERING AS NECESSARY. ESTABLISHED TEMPORARY EROSION CONTROL ITEMS WILL BE PAID AT THE CONTRACT UNIT PRICE. NO PAYMENT WILL BE MADE FOR DEWATERING IF NECESSARY.

ONLY ESTABLISHED PAY ITEMS WILL BE CONSIDERED FOR PAYMENT AS LISTED. REMOVAL OF DRIFT, DEBRIS, AND GARBAGE AND ALL CLEARING AND GRUBBING AND EXCAVATION WILL BE CONSIDERED INCIDENTAL TO THE REPLACEMENT MATERIALS. NO DIRECT PAYMENT WILL BE MADE FOR HAND EXCAVATION OR COORDINATION WITH UTILITY OWNERS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE WATERLINE RESULTING FROM THIS WORK.

ITEMS TO BID

*	0001	DGA BASE	282	TONS
**	0071	CRUSHED AGGREGATE SIZE NO 57	45	TONS
**	2484	CHANNEL LINING CLASS III	1,048	TONS
**	2603	FABRIC-GEOTEXTILE CLASS 2	1,115	SY

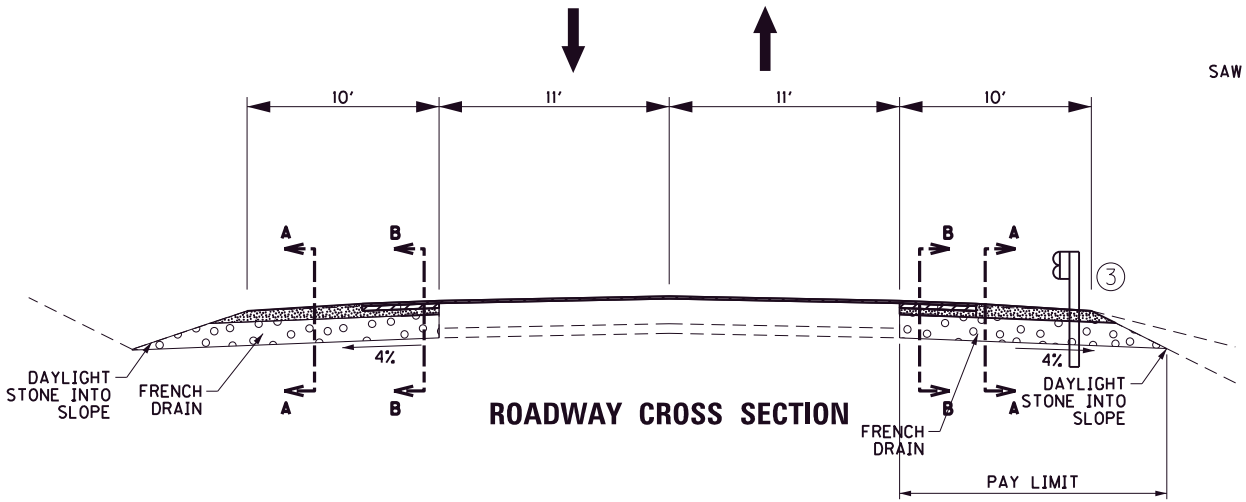
EROSION CONTROL ITEMS AS NEEDED SEE GENERAL SUMMARY
SEE GUARDRAIL SUMMARY FOR GUARDRAIL ITEMS

* CARRIED OVER THE PAVING SUMMARY
** CARRIED OVER TO THE PIPE SUMMARY

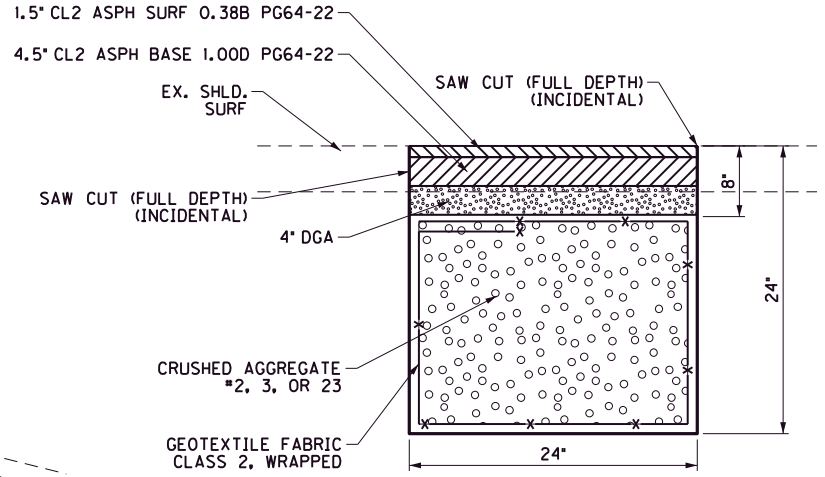
US - 60
STREAM BANK STABILIZATION DETAIL SHEET

FRENCH DRAIN DETAIL

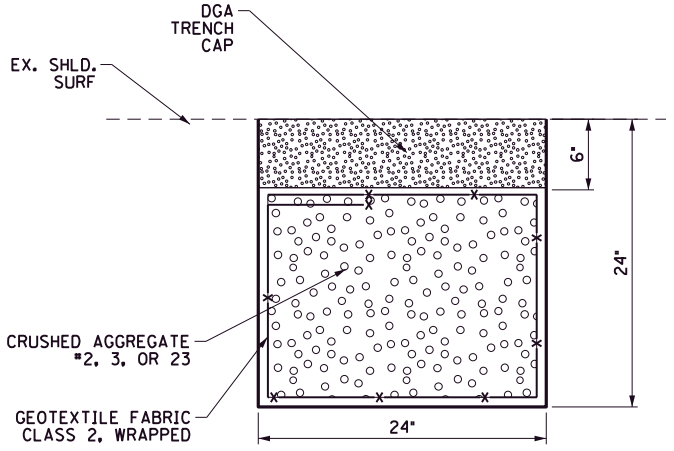
County	Item No.	Sheet
CARTER	9-22318	-



ROADWAY CROSS SECTION



SECTION B–B



SECTION A–A

LOCATIONS

	LENGTH (LF)
W.B. MP 30.954	14
E.B. MP 31.236	14
E.B. MP 31.264	14
E.B. MP 31.330	14
E.B. MP 31.408	14
E.B. MP 31.419	14
E.B. MP 31.434	14
W.B. MP 31.536	14
W.B. MP 31.572	14
E.B. MP 31.599	14
W.B. MP 32.804	14
W.B. MP 33.849	14
W.B. MP 33.861	14
TO BE USED AS DIRECTED	140
TOTAL	322

NOTE:

CONSTRUCT FRENCH DRAINS ACROSS THE ENTIRE WIDTH OF THE EXISTING SHOULDERS FROM THE EDGE OF MAINLINE PAVEMENT TO A POINT THAT THE TRENCH DAYLIGHTS OUT IN THE EXISTING SLOPE. EXCAVATE TRENCH AT A 4% SLOPE. LINE THE TRENCH WITH GEOTEXTILE FABRIC CLASS 2, AND PLACE WRAPPED #2, #3, OR #23 CRUSHED AGGREGATE TO DAYLIGHT AND BLEND INTO EXISTING SLOPES. CONSTRUCT TRENCH DEPTH TO APPROXIMATELY 24" DEPTH, EXCEPT VARY TRENCH DEPTH TO MATCH THE BOTTOM OF EXISTING STONE BASE. CAP THE TRENCH WITH APPROXIMATELY 6" THICKNESS OF DGA OR DGA AND ASPHALT IN ACCORDANCE WITH SECTION B-B.

THE ITEM "FRENCH DRAIN" WILL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT THE DETAILED UNDERDRAIN AND BACKFILL. SAW CUT THE EXISTING PAVEMENT, EXCAVATE THE TRENCH AND DISPOSE OF SPOIL, GEOTEXTILE FABRIC, AND #2, #3 OR #23 BACKFILL,AND WILL BE MEASURED FROM THE EDGE OF EXISTING MAINLINE PAVEMENT TO THE POINT THE PROPOSED TRENCH DAYLIGHTS INTO THE EXISTING ROADSIDE SLOPE.

ASPHALT BASE MAY BE PLACED DURING THE PAVEMENT REPAIR OPERATION IF A PAVEMENT REPAIR IS SCHEDULED AT THE FRENCH DRAIN LOCATION. ASPHALT BASE WILL BE PAID BY THE TON IN ACCORDANCE WITH THE SPECIFICATIONS. ASPHALT SURFACE WILL BE CONSTRUCTED AND PAID AS PART OF THE TYPICAL MILL AND INLAY OPERATION. DGA BASE WILL BE PAID PER THE TON IN ACCORDANCE WITH THE SPECIFICATIONS.

AN ADDITIONAL QUANTITY OF 140 LF HAS BEEN ADDED TO BE USED AS DIRECTED BY THE ENGINEER.

ITEMS TO BID

* 0001	DGA BASE	25	TONS
* 0307	CL2 ASPH BASE 1.00D PG64-22	18	TONS
* 24103EC	FRENCH DRAIN	322	LF

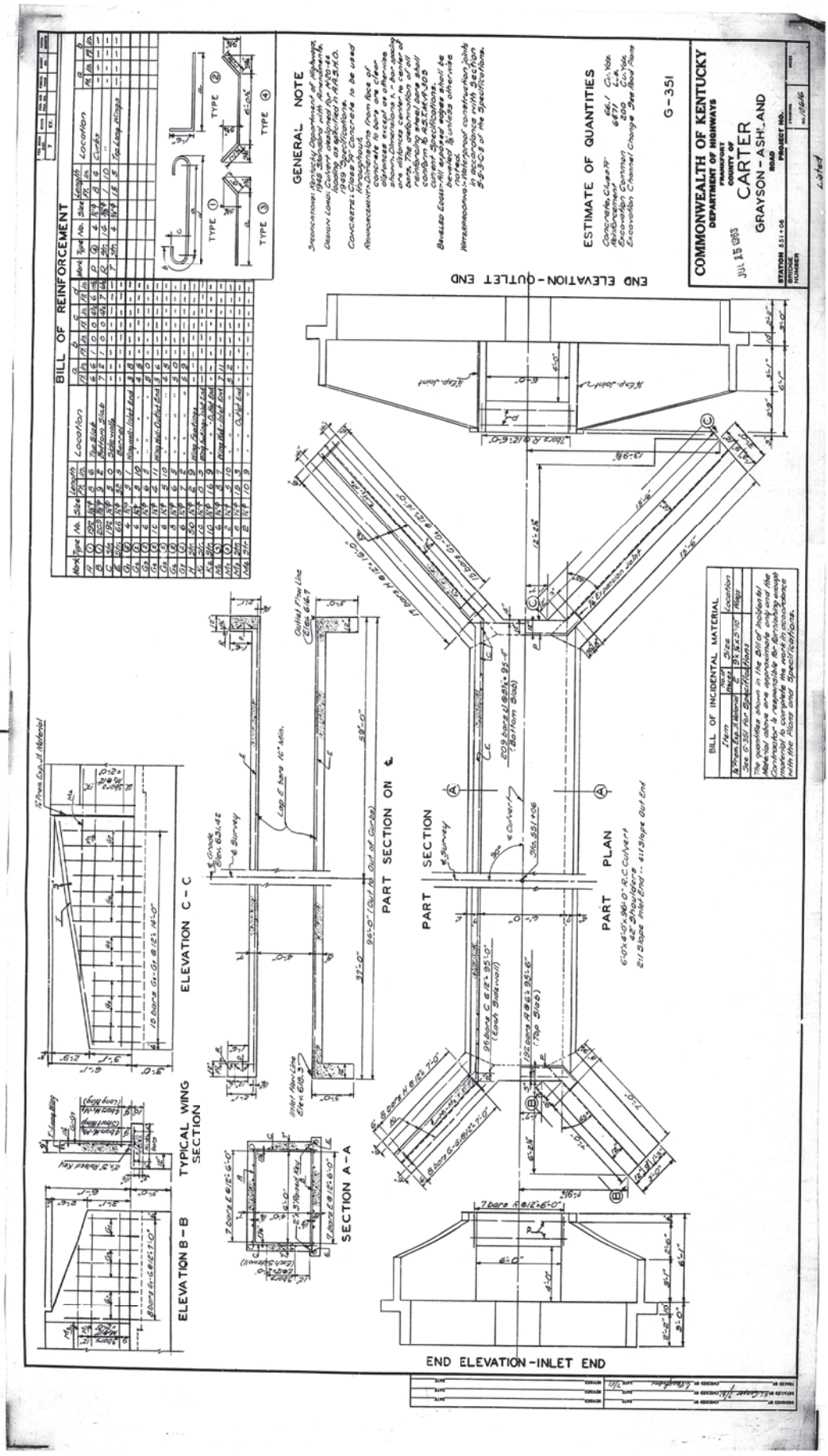
* CARRIED OVER TO PAVING SUMMARY

US 60
-
FRENCH DRAIN DETAIL

County	Item No.	Sheet No.
CARTER	9-22318	51

CULVERT REPAIR DETAIL

US 60
MP 34.140 (OUTLET)
ORIGINAL PLANS



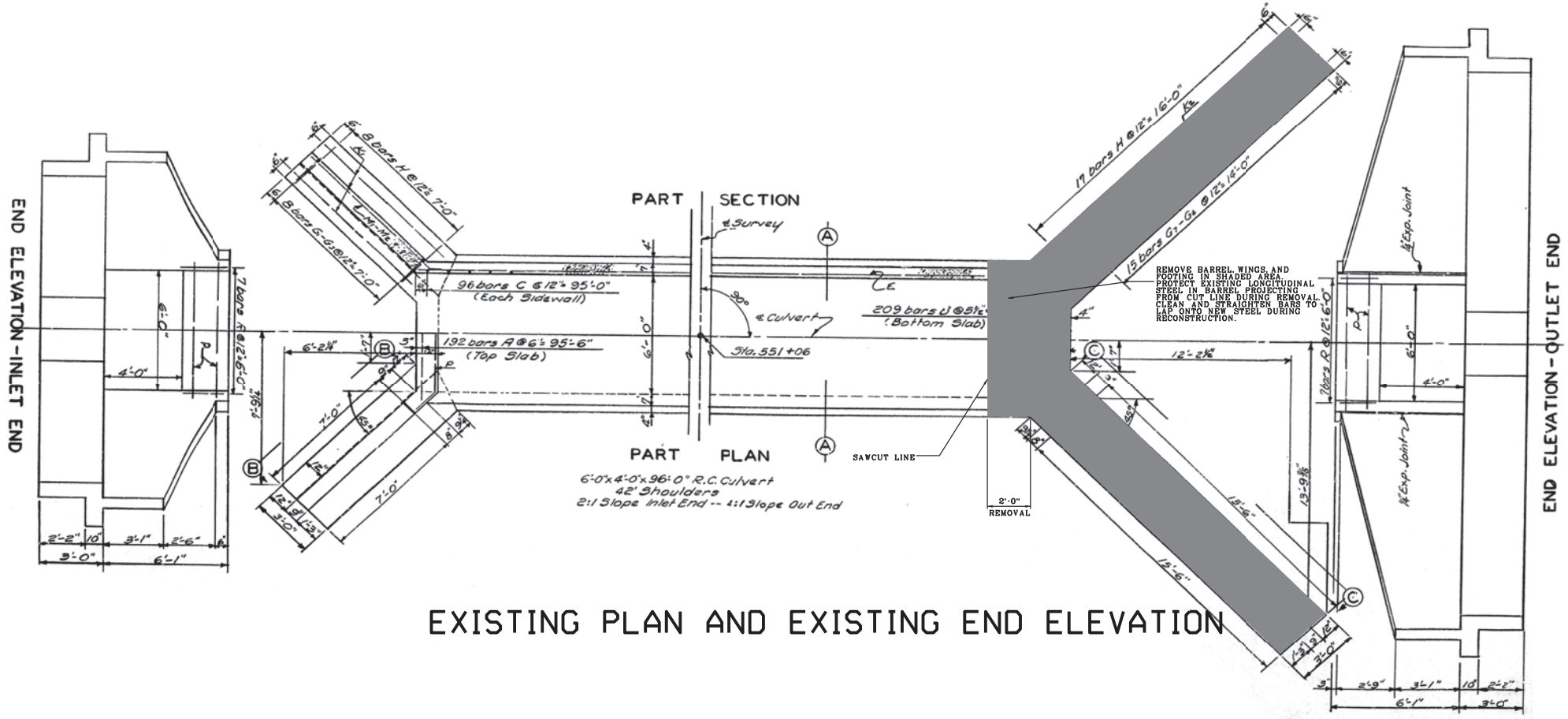
NOT TO SCALE

US 60
CULVERT REPAIR DETAIL
MP 34.140

CULVERT REPAIR DETAIL

US 60
MP 34.140 (OUTLET)
ORIGINAL PLANS

County	Item No.	Sheet
CARTER	9-22318	S2



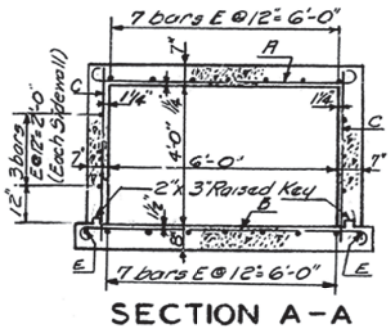
EXISTING PLAN AND EXISTING END ELEVATION

US 60
CULVERT REPAIR DETAIL
MP 34.140

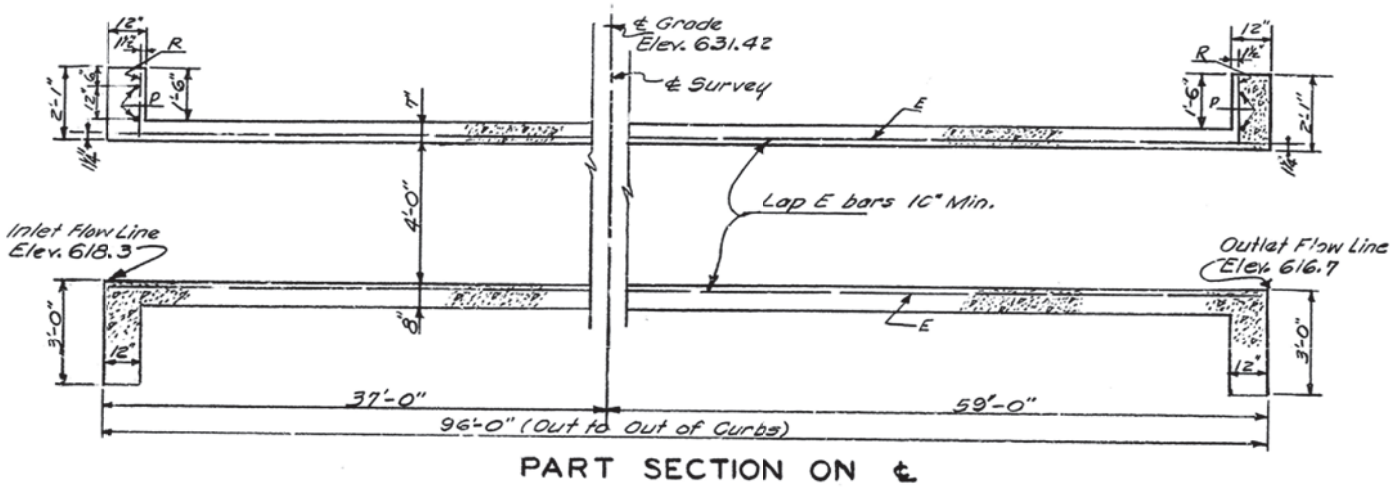
CULVERT REPAIR DETAIL

US 60
MP 34.140 (OUTLET)
ORIGINAL PLANS

County	Item No.	Sheet
CARTER	9-22318	S3



SECTION A-A



PART SECTION ON ℄

EXISTING PROFILE AND BARREL SECTION

US 60
CULVERT REPAIR DETAIL
MP 34.140

CULVERT REPAIR DETAIL

County	Item No.	Sheet
CARTER	9-22318	S4

GENERAL NOTES

SPECIFICATIONS: KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

MATERIALS:
Fy = 60,000 PSI
f'c = 3,500 PSI
CLASS "A" CONCRETE SHALL BE USED THROUGHOUT

BONDING NEW CONCRETE:
ALL NEW CONCRETE SHALL BE BONDED TO THE OLD CONCRETE WITH A TYPE V EPOXY RESIN SYSTEM CONFORMING TO SECTION 511 AND 826 OF THE SPECIFICATIONS. THE COST OF THIS WORK, INCLUDING ALL LABOR, TOOLS, AND MATERIALS IS TO BE INCIDENTAL TO THE UNIT PRICE BID FOR CLASS "A" CONCRETE.

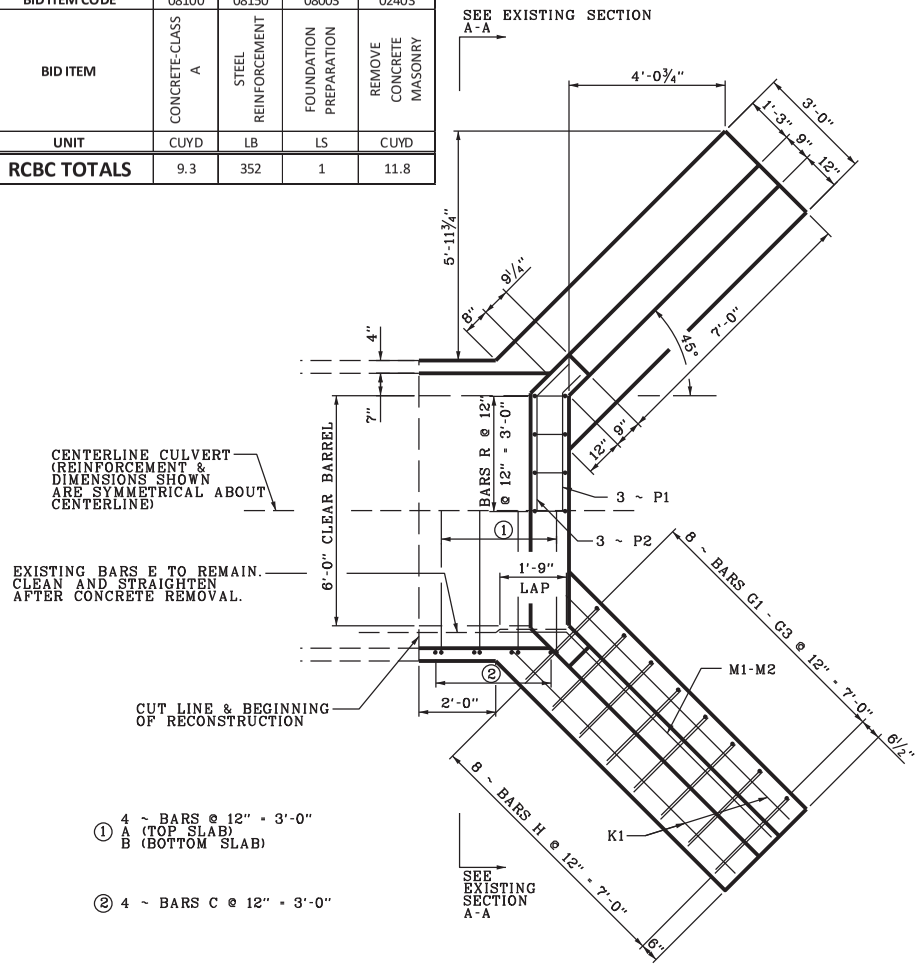
DRAWING NUMBER: EXISTING CULVERT DRAWING * 10616

ESTIMATE OF QUANTITIES

BID ITEM CODE	08100	08150	08003	02403
BID ITEM	CONCRETE-CLASS A	STEEL REINFORCEMENT	FOUNDATION PREPARATION	REMOVE CONCRETE MASONRY
UNIT	CUYD	LB	LS	CUYD
RCBC TOTALS	9.3	352	1	11.8

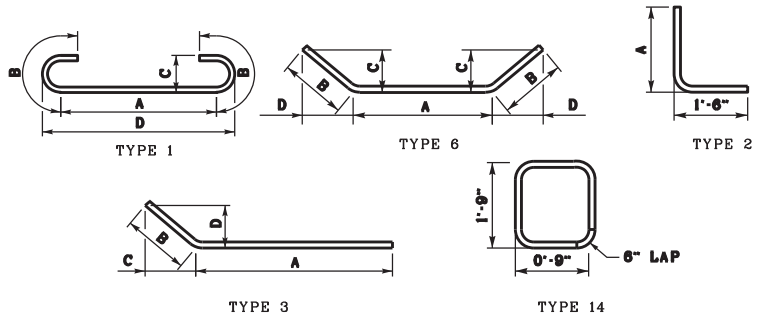
BILL OF REINFORCEMENT

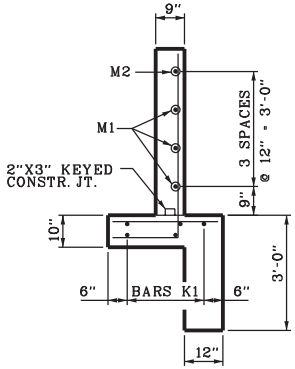
MARK	TYPE	NO.	SIZE	LENGTH FT	LENGTH IN	LOCATION	A FT	A IN	B FT	B IN	C FT	C IN	D FT	D IN
A	1	4	#5	8	6	TOP SLAB	6	6	1	0	0	4 1/2	6	10 1/2
B	1	4	#5	9	2	BOTTOM SLAB	7	2	1	0	0	4 1/2	7	6 1/2
C	STR	8	#4	5	0	SIDEWALLS								
G1	2	4	#4	5	1	WINGWALL	3	8						
G2	2	6	#4	5	10	WINGWALL	4	5						
G3	2	6	#4	6	5	WINGWALL	5	0						
H	STR	16	#4	2	9	WING FOOTINGS								
K1	STR	10	#4	8	3	WING FOOTINGS								
M1	3	6	#4	9	4	WINGWALL	7	7	1	9	1	6 7/8	1	6 7/8
M2	3	2	#4	7	2	WINGWALL	5	5	1	9	1	6 7/8	1	6 7/8
P1	6	3	#4	7	5	PARAPET	6	2	0	7 3/4	0	5 1/2	0	5 1/4
P2	6	3	#4	8	5	PARAPET	6	0	1	2 1/8	0	10	0	10 1/8
R	14	7	#4	5	6	PARAPET								



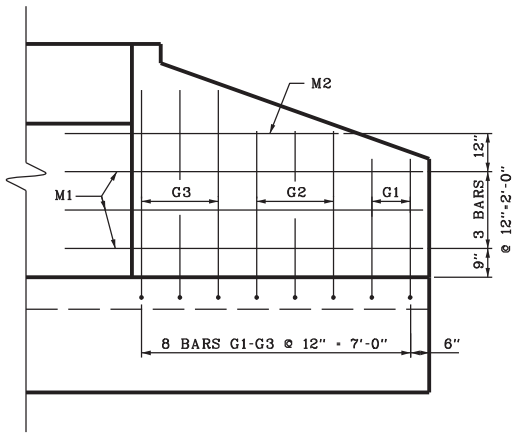
CULVERT RECONSTRUCTION PLAN

BAR BENDING DETAILS





TYPICAL WING SECTION



TYPICAL WING ELEVATION

US 60
CULVERT REPAIR DETAIL
MP 34.140

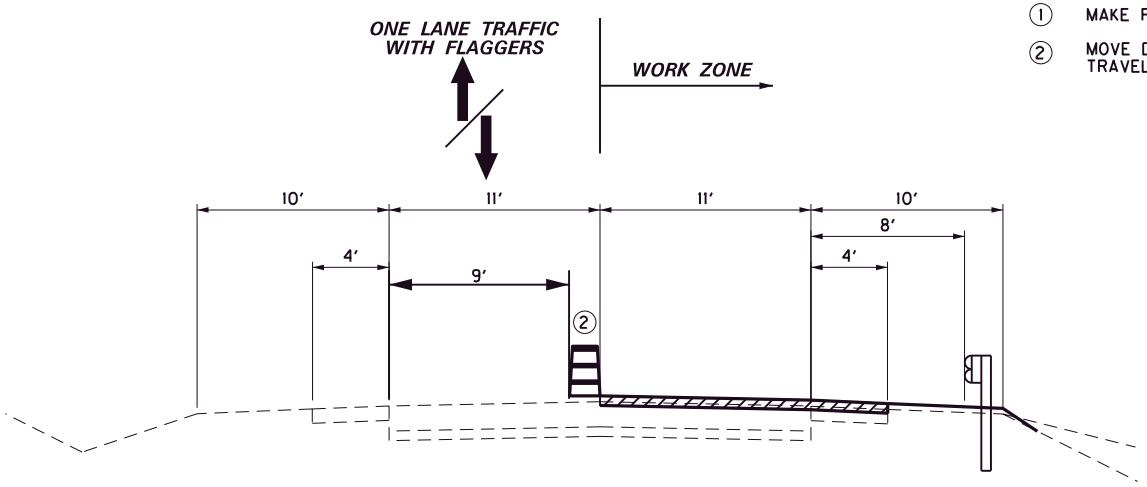
MAINTENANCE OF TRAFFIC

County	Item No.	Sheet
CARTER	9-22318	-

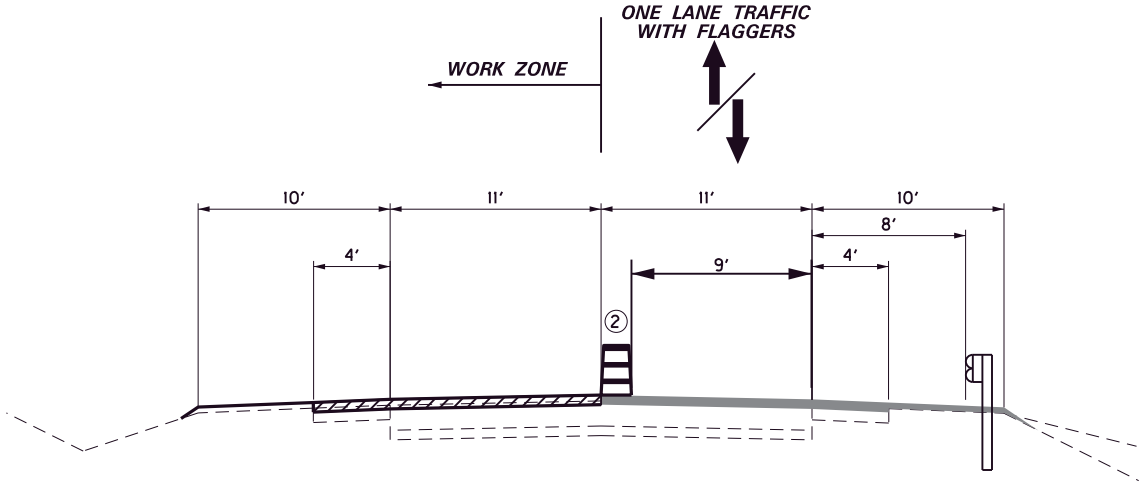
TYPICAL SECTIONS ALL PHASES

① MAKE PROVISION FOR PASSAGE OF WIDE LOADS

② MOVE DRUM INTO CLOSED LANE TO PROVIDE ADDITIONAL TRAVEL LANE WIDTH WHEN POSSIBLE.



RIGHT LANE CLOSURE



LEFT LANE CLOSURE

LEGEND

PREVIOUSLY CONSTRUCTED

PROPOSED ASPHALT

NOT TO SCALE

US 60
MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

TRAFFIC CONTROL PLAN
CARTER COUNTY
US 60
FD05 022 0060 030-035
Item No. 9-22318

THE CONTROL OF ACCESS ON THIS PROJECT IS BY PERMIT

TRAFFIC CONTROL GENERAL

Except as provided herein, “Maintain and Control Traffic” shall be in accordance with the Standard Specifications and the Standard Drawings, and the Manual on Uniform Traffic Control Devices (MUTCD), current editions at the time of letting. 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.

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.

Night work will be allowed on this project. Obtain approval from the Engineer for the method of lighting prior to use. No additional payment shall be made for night work operations.

TRAFFIC PHASING OVERVIEW

Access to all private and public entrances on the project shall be maintained at all times unless otherwise directed by the Engineer.

Use a lane closure adhering to the Standard Drawings when work is performed in the lane, on the shoulder, or side slopes adjacent to travel lanes. Perform any maintenance of the shoulder as deemed necessary by the Engineer in order to maintain traffic. Remove failed materials and perform additional patching as directed by the Engineer. All items of work required on the project will be performed by alternating lane closures except for the approach cross pipe replacement.

PROJECT PHASING & CONSTRUCTION PROCEDURES

No lane closures will be allowed on the project during the following days unless otherwise approved by the Engineer:

Independence Day	July 4th, 2022
Labor Day Weekend	Sept 2nd, 2022 – Sept 5th, 2022
Thanksgiving Weekend	Nov 24th, 2022– Nov 27th, 2022

CONSTRUCTION PHASING

PHASE I – Drainage Repairs, Ditching, and Roadside Improvements

Phase Ia – Cross Drain Removal & Replacement

For cross drains on approaches, during times of allowable closure, temporarily close the approach and perform pipe removal and installation and backfilling operations at approach locations indicated. Place message boards on the proposed closed route 7 days in advance of the closure to notify the public of the proposed closure. Backfill with flowable fill, plate the pipe trench, and reopen the approach to traffic within the times specified. Limit the duration of closure to the minimum required to install the new pipe, backfill, and plate the trench to restore traffic. Install 12" thickness asphalt base for trench cap as soon as practical and as soon as the flowable fill has gained enough stability. Complete ditching, headwall installation, and site grading around headwalls as a separate operation using lane closures to limit the time of road closure.

Phase Ib – Ditching and Shouldering, Headwall and Small Drainage Structure Replacement, Entrance Pipe, and Erosion Repairs

Using alternating lane closures and flaggers, complete ditching, clean pipes and culverts, and remove and replace headwalls and small drainage structures indicated or as directed by the engineer. Complete channel lining and erosion repairs and regrade slopes to tie proposed headwalls into the existing slopes.

For entrance pipe replacement notify the property owner and complete operations either half width to maintain access or complete the installation and backfill within time frames agreeable to the owner that access is not required.

PHASE II – Shoulder Preparation, Asphalt Milling, and Resurfacing

Phase IIa – French Drains, Shoulder Trenching, DGA, and Asphalt Base

Utilizing alternating lane closures, construct French Drains on the shoulders as indicated and as directed by the engineer.

Phase IIb – Asphalt Pavement Repairs

Utilizing alternating lane closures and flaggers, complete milling for asphalt pavement repairs in accordance with the Asphalt Pavement Repair Detail or as directed by the engineer. Place asphalt base in the repair area by the end of each day's production and restore 2 lanes of traffic at the end of each shift. Place a Type III Barricade in advance of pavement repair locations until the asphalt base is placed. Place temporary striping on the repair area prior to opening to traffic.

Phase IIc – Asphalt Milling and Paving

Erect signs and using alternating lane closures, complete milling and texturing of mainline, shoulders, approaches, and entrances. Complete milling and texturing for both lanes and both shoulders to a common point daily by the end of each production shift and prior to opening both lanes to traffic. A longitudinal step-up or drop-off will not be permitted except at the outside of paved shoulders. Using alternating lane closures, clip back sod from shoulder and place leveling and wedging to correct any irregularities in profile or cross slope.

Using alternating lane closures, place asphalt surface on one lane and on one shoulder for approximately ½ day's production. After final rolling, alternate lane closures to place traffic on the newly paved lane and complete paving of the other lane and shoulder to approximately even with the first half day's production. Complete both lanes of paving daily to an approximate common point.

PHASE III – Shoulder Grading and Guardrail

Utilizing alternating lane closures, remove existing guardrail on the project, lining the shoulder with drums on 20' spacing in locations of guardrail removal.

Utilizing alternating lane closures and flaggers, prepare shoulders for placement of DGA Base overlay at locations directed by the engineer. Place DGA shoulder overlay, place compacted DGA in post holes resulting from guardrail removal and grade shoulders across the width of stone shoulder to prepare for placement of guardrail. Place asphalt seal coat on shoulders treated with the DGA overlay. Install new guardrail upon completion of shoulder grading and modification of shoulder and completion of the Asphalt Seal Coat.

Once guardrail is removed or partially removed, the contractor shall not suspend operations for more than a normal weekend, or normal inclement weather days until new guardrail is installed.

PHASE IV – Final Construction Items

Using alternating lane closures, complete construction of any remaining items of work including but not limited to final pavement markings, rumble strips, final cleanup incidental seeding and removal of signs.

LANE CLOSURES

Contrary to Section 112.04.17, lane closures, whether long term or short term, will not be measured for payment and will be incidental to the bid item "Maintain and Control Traffic". Maintain a minimum lane width of 9 feet. Use traffic drums or vertical panels only for areas that guardrail has been removed.

A pilot car will be required to be used for all lane closures on the project.

SHOULDER PREPARATION AND RESTORATION

Wide loads, errant vehicles, or traffic shying away from equipment or workers may inadvertently tend to travel for short distances on the shoulders. Clean any debris from the shoulders prior to beginning any work on the project and periodically when debris accumulates throughout the duration of the project. Monitor shoulder conditions and perform repairs as necessary if damage develops. Repairs to shoulders are to be paid by the SY of milling measured, asphalt material for tack, and the measured tons of the asphalt mixture used. Use asphalt base, asphalt surface or leveling and wedging for repairs as directed by the engineer. No direct payment for these repairs will be made other than measurement and payment of established contract work items necessary to make the repairs. No additional mobilization or traffic control will be considered for payment for these potential repairs.

ROAD CLOSURE

Allowable time for approach road closures for approach cross pipe replacements shall be from 9:00am to 2:00pm. The contractor shall give the engineer a two (2) week notice prior to all road closures for approach cross pipe replacements. Use PCMS message boards, one per direction of travel, for one week prior to the dates of closure to advise the traveling public of the dates and times of proposed closure. Limit the duration of the road closure to the minimum time required to remove the existing pipe, reinstall and backfill the new culvert pipe. Reopen the road to traffic as soon as possible. Headwall construction and grading of slopes must be performed as a separate operation with one lane closed. Road closures will only be allowed for replacement of approach cross drains. Backfill with flowable fill, plate the pipe trench, and reopen to traffic as soon as possible. After the flowable fill has achieved adequate set, cap the pipe trench with asphalt base.

SIGNS

Traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs may be needed for lane closures.

Quantities for Road Work ½ Mile (36" x 36"), Road Work 1500 Feet (36" x 36"), Road Work 1000 Feet (36" x 36"), Road Work 500 Feet, Side Road Placards, End Road Work (36" x 18") signs, etc. 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. One lane road and flagger signs will be required in accordance with the Standard Drawings and will be required to be moved periodically as the work progresses. Remove lane closure and flagger signage when workers are not present.

Contrary to section 112, individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed and relocated during the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

Contrary to the section 112, only post mounted signs will be measured for payment and only signs intended to be continuously in place for more than 3 consecutive days will be measured for payment.

TYPE III BARRICADES

Utilize Type III Barricades at all locations required by the traffic control plan and as required by the Standard Drawings or MUTCD. Contrary to the specifications, no direct payment will be made for Type III Barricades and will be considered incidental to "Maintain and Control Traffic".

FLASHING ARROWS

Flashing arrows will not be required for this project.

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. Place PCMS on both ends of the project corridor. 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. See notes elsewhere in the proposal for additional requirements.

Use PCMS to advise traffic of lane closures, milled surface, and other messages as provided by the engineer.

PAVEMENT MARKINGS

Maintain temporary or permanent pavement markings any time two lanes of traffic is open without flaggers. Temporary edgelines will not be required on this project.

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" and less than 8' from edge of traveled way – 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. Complete work in the drop-off area to eliminate the drop-if possible. In the event that planned work cannot be completed to eliminate the drop-off due to conditions beyond the contractor's control, construct a wedge with compacted cuttings from milling, trenching, DGA Base, or asphalt mixtures with a 3:1 or flatter slope, when work is not active in the drop-off area. Place Type III Barricades at the beginning of the lane closures, and place additional Type III Barricades spaced at 2,500 feet during the time the lane closure is in place.

Greater than 4" and less than 8' from edge of traveled way – If ongoing work results in a greater than 4" drop-off, 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. Traffic Control Device spacing should be 40 feet and appropriate lighting should be utilized to illuminate the area during nighttime operations. Complete work in the drop-off area to eliminate the drop-if possible. In the event that planned work cannot be completed to eliminate the drop-off due to conditions beyond the contractor's control, construct a wedge with compacted cuttings from milling, trenching, DGA Base, or asphalt mixtures with a 3:1 or flatter slope, when work is not active in the drop-off area. Place Type III Barricades at the beginning of the lane closures, and place additional Type III Barricades spaced at 2,500 feet during the time the lane closure is in place.

TRAFFIC COORDINATOR

Designate an employee to be traffic coordinator. The designated Traffic Coordinator must meet the requirements of section 112.03.12 of the Standard Specifications. 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 which 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. The Project Traffic Coordinator will be responsible for ensuring One Lane Road and Flagger signs are maintained at appropriate locations and distance from the work zone and removed when not needed.

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 the contractor's equipment or employees to park on private property or block access to any private or public entrances at any time. Damage to private property including but not limited to mailboxes, entrance pavement, entrance pipe, sod, or other items must be repaired immediately by the contractor and at the contractor's expense.

SCHOOL BUS AND EMERGENCY VEHICLES

Provide for immediate passage of all school buses and emergency vehicles.

EMERGENCY I-64 BYPASS ROUTE

In case of an emergency closing of I-64, the contractor will immediately perform any necessary activities to restore US 60 to two lanes and suspend operations on the project until such time that the use of US 60 as a detour route for I-64 is no longer needed.

WIDE LOADS

Wide load detours will not be established on this project. Provide for passage of wide loads up to 16 feet. Wide loads may use a portion of the shoulder to allow for passage. Temporarily shift traffic drums to allow for passage of wide loads when necessary.

US 60
CARTER COUNTY
FD05 022 0060 030-035
Item No. 9-22318
MP 30.018 to MP 34.847

THE CONTROL OF ACCESS ON THIS PROJECT IS BY PERMIT

I. DESCRIPTION

Perform all work in accordance with the Department's Standard Specifications, Supplemental Specifications, Applicable Special Provisions, and Applicable Standard and Sepia Drawings, current editions, 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) Pipe and Drainage structure work; (3) Removal and Placement of Guardrail and Guardrail End treatments; (4) Erosion Repairs; (5) Asphalt Pavement and Milling and Texturing; (6) Pavement Markings; and (7) All other work specified as part of this contract.

II. MATERIALS

Except as specified in these notes or on the drawings, all materials will be 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. **Permanent Pavement Markings - 6 inch.** Use 6” Durable Waterborne Markings for permanent paint on asphalt surfaces.

C. **Asphalt Material for Tack Non-Tracking.** See Special Note for Non-Tracking Tack Coat.

D. **Channel Lining Class III.** Channel Lining Class III will be limestone.

E. **Guardrail.** Use 7’ posts for all guardrail installations.

F. **Asphalt Seal Aggregate.** Use limestone #8 or #9m crushed aggregate.

G. **Seeding and Protection.** Use erosion control blanket for all seeding applications.

H. **PVC Fold and Form Pipeliner.** See Special Note for PVC Fold-and Form Pipe Liner and see Special Note for Pipe Liner Acceptance Testing.

III. CONSTRUCTION METHODS

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

B. **Site Preparation.** Be responsible for all site preparation. Do not disturb existing signs. This item will include, but is not limited to, incidental excavation and backfilling; removal of 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.

C. **Milling and Texturing.** See Traffic Control Plan and see Special Note for Asphalt Milling and Texturing.

D. **Disposal of Waste.** Dispose of all cuttings, debris, and other waste off the right-of-way at approved sites obtained by the Contractor. The contractor will be responsible for obtaining any necessary permits for this work. No separate payment will be made for obtaining the necessary permits, but will be incidental to the other items of the work. Disposal of existing cuttings and brush shall adhere to Section 202 of the current Standard Drawings.

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 or Seed Mixture No. 3 for slopes greater than 3:1 as applicable and use erosion control blanket in lieu of “Seeding and Protection” in all seeding applications. Install erosion control blanket in all ditching areas not receiving aggregate channel lining..

E. **Guardrail.** Remove guardrail where necessary to perform drainage structure work, French Drain installation, or other activities. Turn down and pin the blunt ends and protect the opening with drums on 20’ spacing until new guardrail can be installed. All guardrail is scheduled for replacement on the project. Do not remove guardrail until immediately prior to beginning work that requires the guardrail to be removed. Continually pursue all items of work on the regularly scheduled basis until all paving is completed and guardrail is reinstalled. Once guardrail is removed or partially removed, the contractor shall not suspend operations for more than a normal weekend, or normal inclement weather days. Maintain drums on 20’ spacing at all locations that guardrail has been removed.

Remove all existing guardrail components as directed by the engineer. Remove all existing guardrail concrete anchors. Refill all voids resulting from removal of guardrail including post holes and concrete anchors with DGA. Offset new guardrail post installation approximately 3' to avoid driving new posts in old post holes if possible. Payment for DGA used to refill voids will be allowed. Compact DGA in a method approved by the engineer.

Construct grading for end treatments in accordance with the Standard Drawings or as directed by the engineer. Use DGA for grading if required and if practical.

The contractor shall submit a plan for crossing each existing Reinforced Concrete Box Culvert. Guardrail may be attached to the top slab or parapet by an approved method or may be spanned by the elimination of no more than one post and double ply nesting of at least 2 sections of guardrail.

F. **Pavement Markings.** Permanent striping will be in accordance with Section 713 for Waterborne Markings on asphalt pavement, and Section 112 for temporary striping, except that:

(1). Striping will be 6" in width.
(2). Permanent striping or temporary striping will be in place before a lane is opened to traffic.
(3). Temporary edgelines will not be required.

G. **On-Site Inspection.** In accordance with section 102.06, 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.

H. **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.

I. **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. **Note:** An existing water main is within the excavation limits of the stream bank erosion repair location at mile point 31.7 (see Stream Bank Stabilization detail). The

contractor shall be required to excavate around the existing watermain to the limits shown in the detail. Some hand excavation may be required. A method for construction around the waterline and protection of the waterline is prescribed in the detail. Contact the utility owner 2 weeks prior to beginning work in this area. Any deviation to the prescribed methods in this area must be approved in writing by the utility owner. Other utilities may be present, and the contractor will be responsible for obtaining all utility locations.

J. **French Drains.** Construct in accordance with the dimensions and locations indicated on the French Drain Detail. Dispose of waste off the project except for soil materials that may be used on the project. Soil waste may be used to flatten steeper than typical shoulder slopes, used to regrade around headwall replacements, or used for other roadside improvements, guardrail end treatment pads, or as approved or directed by the engineer. The engineer may elect to add, eliminate or relocate proposed locations of drains.

K. **Asphalt Pavement Repairs.** See Asphalt Pavement Repair Detail.

L. **Clean Culvert.** Remove all silt and debris to the culvert floor including all debris on culvert aprons and within the inlet and outlet ditches or stream to the right of way line. Conduct dewatering operations if necessary and in accordance with the specifications.

M. Culvert Pipe. Saw cut the existing pavement at a depth to extend to the bottom of the existing pavement.

N. **PVC Fold and Form Pipeliner.** See Special Note for PVC Fold-and Form Pipe Liner and see Special Note for Pipe Liner Acceptance Testing.

O. **DGA Base.** Prepare shoulders for application of DGA Base at locations designated for overlay by the engineer. Conduct shoulder preparation operations at times that shoulders are dry with no standing water and when moisture content are conducive to grading and shaping. Prior to application of DGA Base on the shoulders, perform grading to remove potholes, ruts, ridges and sod if present. Flat roll the reshaped shoulder with a steel drum roller prior to application of DGA Base and compact the DGA Base prior to application of the Asphalt Seal Coat. Extend the DGA Base to the shoulder break and to a tie down point down the slope in preparation for guardrail installation. The engineer will determine locations of shoulders to receive the DGA Base overlay and reshaping for guardrail. Areas with little or no shoulder traffic and well graded with established sod will not receive DGA Base overlay. Shoulder preparation will be considered to be a “Site Preparation” item with no direct measurement or payment.

P. **Asphalt Seal Coat.** Apply Asphalt Seal Coat only to areas of shoulders receiving DGA Base.

IV. METHOD OF MEASUREMENT

A. **Maintain and Control Traffic.** See Traffic Control Plan. Only the bid items listed will be measured for payment. No measurement or payment for striping removal will be made and will be considered incidental to "Maintain and Control Traffic".

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. **Clearing and Grubbing.** No direct measurement will be made for Clearing and Grubbing and any cleaning, clearing, or removal of brush or sod will be considered to be a Site Preparation activity.

D. **Erosion Control.** Erosion control items will be measured and paid in accordance with the Standard Specifications for Road and Bridge Construction. No direct measurement for seeding in locations that erosion control blanket is used will be made as the seeding is incidental to the erosion control blanket in accordance with the specifications.

E. **Roadway Excavation, Embankment in Place, or Borrow Excavation.** No direct measurement will be made for Roadway Excavation, Embankment in Place, or Borrow Excavation. All incidental excavation, embankment, or regrading of slopes required by small drainage structure work, or other items of work will be considered incidental to the individual item requiring the work.

F. **French Drains.** French drains will be measured by the linear foot acceptably installed, measured from the edge of mainline pavement to the location of the bottom of trench at the point the trench daylights onto the shoulder.

G. **Asphalt Pavement Repairs.** See Asphalt Pavement Repair Detail.

H. **Ditching and Shouldering.** Plan quantity of Ditching and Shouldering will be measured for payment upon successful completion of all items of work required.

I. **Clean Culvert.** The item Clean Culvert will be measured by the individual culvert that debris is removed from the culvert, aprons and inlet/outlet ditches and will be full compensation for all work required including access to the site, dewatering, removal and disposal of sediment and debris.

J. **PVC Fold and Form Pipeliner.** See Special Note for PVC Fold-and Form Pipe Liner and see Special Note for Pipe Liner Acceptance Testing.

V. 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. Payment will be made in accordance with the KYTC Standard Specifications, current edition in conjuncture with supplemental specifications and current Standard Drawings unless otherwise specified herein.

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

   If the contractor chooses to obtain approval for changes to the Traffic Control Plan, any additional costs for materials, labor, or equipment necessary to implement the change will be at the contractor's expense. No payment will be considered for Temporary Concrete Barriers, Temporary Signals, or other items except the items set up in the original contract.

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. **Lane Closures.** Contrary to Section 112, lane closures will not be measured for payment but will be incidental to the bid item "Maintain and Control Traffic". Portable message boards and signs shall be paid for one time regardless of how many times they are moved. No payment will be made for temporary signals if the contractor chooses to use temporary signals for lane closures.

D. **Ditching and Shouldering.** In accordance with Section 209 of the Standard Specifications, the bid item "Ditching and shouldering" includes ditching on both sides of the roadway for the entire length of the project. Cleaning of all drainage structures, including perforated pipe headwalls and pipe structures 36 inches in diameter or less is also included in this bid item. Plan quantity of Ditching and Shouldering will be measured for payment upon successful completion of all items of work required. **ATTENTION:** Significant amounts of landslide debris exist in ditches at some locations on the project. Removal of the slide debris from the ditches will be considered incidental to Ditching and Shouldering.

E. **Milling and Texturing.** Milling and texturing will be paid for per section 408.05 of the 2019 Standard Specifications. No direct payment will be made for transportation of milled materials to the prescribed maintenance facility.

F. **Asphalt Material for Tack Non-Tracking.** See Special Note for Non-Tracking Tack Coat.

G. **French Drains.** The measured linear feet of "French Drain" will include all labor, equipment and materials including trench excavation, geotextile fabric, crushed stone backfill, and all regrading.

H. **Barricade Type III –** Contrary to the specifications, no direct measurement or payment will be made for Barricade Type III.

I. **Fabric-Geotextile Class 2.** No direct measurement or payment will be made for Fabric-Geotextile Class 2 used in conjunction with the placement of channel lining in channel lined ditches, French Drain Backfill, or other incidental applications. Only applications of Fabric-Geotextile Class 2 with established contract quantities will be measured and paid.

J. **Guardrail.** No additional measurement or payment will be made for methods of crossing existing Reinforced Concrete Box Culverts.

K. **Saw Cut.** Saw cut of existing pavement for pipe replacement will be considered incidental to pipe installation.

L. **PVC Fold and Form Pipeliner.** See Special Note for PVC Fold-and Form Pipe Liner and see Special Note for Pipe Liner Acceptance Testing.

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This project is intended to improve drainage, replace guardrail and provide a thin overlay to provide a new mainline riding surface through the length of the project.

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:

MP 30.081	MP 30.946	MP 32.547
MP 30.103 APPR. RT	MP 30.996	MP 32.560
MP 30.121	MP 31.060	MP 32.709
MP 30.224	MP 31.085	MP 32.873
MP 30.335	MP 31.147	MP 32.983
MP 30.354 APPR. LT	MP 31.365	MP 33.011
MP 30.373	MP 31.368	MP 33.034
MP 30.403 APPR. RT	MP 31.428	MP 33.075
MP 30.404	MP 31.435	MP 33.205
MP 30.411	MP 31.690	MP 33.238
MP 30.479	MP 31.766	MP 33.336
MP 30.507	MP 31.853	MP 33.803 APPR. RT
MP 30.512	MP 31.898	MP 33.921
MP 30.527	MP 31.903	MP 34.200
MP 30.558 APPR. LT	MP 31.995	MP 34.344
MP 30.569	MP 32.050	MP 34.370
MP 30.762	MP 32.119	MP 34.741
MP 30.773	MP 32.161	
MP 30.781	MP 32.198	
MP 30.785	MP 32.349	
MP 30.846	MP 32.426 APPR. RT	

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 owner and cover any costs associated with the impact.

3. The contractor is advised that the planned locations of work established by milepoints are referenced from the Kentucky Transportation Cabinet's Official Route Log. The existing reference markers may not correspond to the established work locations.

4. All guardrail is to be replaced on the project. Only remove the amount of guardrail necessary to access the work zone when performing work on drainage structures, French Drain installation, etc. requiring guardrail removal for access. The contractor will place traffic drums on 20' spacing in the areas and pin down exposed blunt ends until such time that guardrail is re-established. Either a lane closure or shoulder closure shall be in place at any time that a section of guardrail is not in place. Do not remove the remainder of the guardrail until immediately prior to the commencement of the shoulder grading and DGA Base overlay operations. Maintain a shoulder closure with drums on a 20' spacing until the paving operations are completed and guardrail is re-established.

5. 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. There is a Guardrail Delivery Verification Sheet which must be completed and signed by the Contractor, Engineer, and a representative of the Central Sign Shop and Recycle Center. A copy of this sheet is included elsewhere in the proposal.

6. The speed limit on the project will be reduced to 45 mph while lane closures are in place. Any time work is suspended the speed limit will revert back to 55 mph.

7. The contractor is to take care not to damage any existing roadway signs. Any roadway signs that are damaged during construction are to be replaced at the contractor's expense in accordance with section 105.08 of the standard specifications. Signs that may be in conflict with proposed items of work are to be removed and stored in dry environment until they can be reinstalled. The contractor will reinstall each sign at the approximate location of removal or as directed by the engineer. Removal, storage and reinstallation of signs will be considered incidental to Maintain and Control Traffic.

8. The cleaning of existing pipe culvert inlets and outlets 36 inches or less in diameter are incidental to the bid item for "Ditching and Shouldering" in accordance with Section 209 of the 2019 Edition of the Standard Specifications for Road and Bridge Construction. This includes the cleaning of existing perforated pipe headwalls if present.

9. Roadway Excavation, Borrow Excavation, or Embankment in place required to regrade slopes or grade around new headwalls will not be measured for payment. Any embankment and backfill for the culvert pipe installation or small drainage structure installation is incidental to the respective bid item installed. Minor regrading of slopes to improve the clear zone will be considered incidental to Ditching and Shouldering.

10. A quantity of remove pipe has been estimated for removal and replacement of small drainage structures. Remove only the amount needed for the repair unless otherwise specified. Replace pipe with the same materials as the existing pipe to be connected. Use metal bands for corrugated metal pipe tie-ins and remove concrete pipe to the nearest bell or spigot and bell up the new section if possible. If pipe cannot be connected by belling or by pipe bands, the contractor may seal the connection area and place a concrete collar a minimum 12" thickness in any direction at his own expense. Verify size, length, and type of pipe prior to ordering precast small drainage structures and replacement pipe.

11. Coordinate activities of any adjacent contracts with this contract. Other projects may be in progress while this project is active. The engineer will determine the relative priority of activities on projects in case of conflict.

12. Culvert pipe trenches across existing roadways are to be backfilled with flowable fill and plated and traffic restored as soon as practical. After the flowable fill has achieved adequate set, cap the pipe trench with asphalt base. Payment for the asphalt base for trench cap will be made as "CL2 ASPH BASE 1.00D PG64-22". No direct payment will be made for flowable fill or other work required for pipe backfill and will be considered incidental to the individual item of pipe.

13. Entrance pipe trenches across gravel entrances will receive a cap 6" thick cap of DGA Base. Additional DGA Base may be spread over the entrance within the existing right of way at the engineer's discretion.

14. A quantity of channel lining has been established for lining of inlet and outlet ditches of proposed headwalls and at eroded areas. Quantities of channel lining may be increased, decreased or eliminated at each proposed location and additional locations of channel lining installation may be identified and required by the engineer. Place Geotextile Fabric Class 2 under all channel lining applications. Geotextile Fabric Class 2 used for channel lining underlayment will be considered incidental to Channel Lining Class 3.

15. A detail has been provided for repairs to the slopes that have been eroded by the adjacent stream at MP 31.7.

16. A detail has been provided for repairs to failing culvert outlet wings at MP 34.140. Excavated materials may be used to backfill the repaired portion of the structure, or the contractor may use crushed stone as backfill at his own expense. A quantity of Cl 3 Channel Lining has been established to armor the slopes in the vicinity of the new culvert wings.

17. Asphalt milling and inlay limits on all public road approaches are to be extended to the back of radius minimum and may be extended to a prior paving joint or other tie down point as directed by the engineer.

    Most private entrances are to be milled and inlaid to the edge of paved shoulder or to the pavement joint resulting from prior resurfacing projects. Some entrances were overlaid to approximately 2 feet behind the paved shoulder line. These entrances are to be milled and inlaid to this existing joint behind the paved shoulder line. Entrance asphalt paving limits may be extended beyond these limits at the discretion of the engineer if site conditions warrant the extension to provide an improved tie down point. Select entrances are to be paved to the back of paved shoulder or as detailed in the typical sections. Overlay stone entrances with DGA as needed and as directed in accordance with the typical sections.

REFERENCES

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

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

3. Kentucky Department of Highways Standard Drawings, Current Edition, as applicable:

RBI-001-12	TYPICAL GUARDRAIL INSTALLATIONS
RBI-002-07	TYPICAL GUARDRAIL INSTALLATIONS
RBI-004-06	INSTALLATION OF GUARDRAIL END TREATMENT TYPE 1
RBR-01-13	STEEL BEAM GUARDRAIL (“W” BEAM)
RBR-005-11	GUARDRAIL COMPONENTS
RBR-010-06	GUARDRAIL TERMINAL SECTIONS
RBR-015-06	STEEL GUARDRAIL POSTS
RBR-018	GUARDRAIL SYSTEM TRANSITION
RBR-020-07	GUARDRAIL END TREATMENT TYPE 1
RBR-030-05	GUARDRAIL END TREATMENT TYPE 3
RBR-032	GUARDRAIL END TREATMENT TYPE 3 ALTERNATE ANCHOR
RBR-035-12	GUARDRAIL END TREATMENT TYPE 4A
RBR-055-01	DELINEATORS FOR GUARDRAIL
RDB-100-05	SLOPED BOX OUTLET TYPE 1
RDB-101-05	GRATES FOR SLOPED BOX OUTLET TYPE 1
RDD-040-05	CHANNEL LINING CLASS II AND III
RDH-020-03	SLOPED & FLARED HEADWALLS FOR 12” TO 27” PIPE
RDH-110-02	PIPE CULVERT HEADWALLS 0 DEGREE SKEW
RDH-210-03	DIMENSIONS & QUANTITIES 30” – 108” HEADWALLS CIRCULAR PIPE 0 DEGREE SKEW
RDI-001-010	CULVERT, ENTRANCE AND STORM SEWER PIPE TYPES AND COVER HEIGHTS
RDI-002-05	CULVERT, ENTRANCE AND STORM SEWER PIPE TYPES AND COVER HEIGHTS
RDI-020-10	PIPE BEDDING FOR CULVERTS ENTRANCE AND STORM SEWER PIPE
RDI-021-01	PIPE BEDDING FOR CULVERTS, ENTRANCE, AND STORM SEWER REINFORCED CONCRETE PIPE
RDI-025-06	PIPE BEDDING TRENCH CONDITION
RDI-026-01	PIPE BEDDING TRENCH CONDITION REINFORCED CONC. PIPE
RDI-035-02	COATING, LININGS AND PAVINGS FOR NON-STRUCTURAL PLATE PIPE
RDI-040-01	EROSION CONTROL BLANKET SLOPE INSTALLATION
RDI-041-01	EROSION CONTROL BLANKET CHANNEL INSTALLATION
RDX-160-06	SECURITY DEVICES FOR FRAMES GRATES AND LIDS
RDX-210-03	TEMPORARY SILT FENCE
RDX-220-05	SILT TRAP - TYPE A
RDX-225-01	SILT TRAP - TYPE B
RDX-230-01	SILT TRAP - TYPE C
RGS-001-07	CURVE WIDENING AND SUPERELEVATION TRANSITIONS
RGX-001-06	MISCELLANEOUS STANDARDS
RPM-110-07	APPROACHES, ENTRANCES AND MAIL BOX TURNOUT
TPR-100	CENTERLINE RUMBLE STRIP PLACEMENT DETAILS

TPR-110	CENTERLINE RUMBLE STRIPS 6 INCH STRIPING
TPR-115	SHOULDER & EDGELINE RUMBLE STRIP PLACEMENT DETAILS
TPR-125	SHOULDER RUMBLE STRIP DETAILS TWO LANE ROADWAYS
TTC-100-05	LANE CLOSURE TWO LANE HIGHWAY
TTC-135-03	SHOULDER CLOSURE
TTD-125-03	PAVEMENT CONDITION WARNING SIGNS
TTS-100-02	MOBILE OPERATION FOR PAINT STRIPING CASE I
TTS-105-02	MOBILE OPERATION FOR PAINT STRIPING CASE II

4. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, current editions, Appendix B - Supplemental Specifications, as applicable:

Special Note	Typical Section Dimensions *attached*
Special Note	Before You Dig *attached*
Special Note	Fixed Completion Date and Liquidated Damages *attached*
Special Note	Asphalt Milling and Texturing *attached*
Special Note	Special Note for Non-Tracking Tack Coat *attached*
Special Note	Special Note for Experimental KYCT and Hamburg Testing *attached*
Special Note	Portable Changeable Message Signs *attached*
General Note	Asphalt Pavement Ride Quality (Category A) *attached*
General Note	Compaction of Asphalt Mixtures (Option A) *attached*
Special Note	Special Note for Paver Mounted Temperature Profiles *attached*
Special Note	Guardrail Delivery Verification Sheet *attached*
Special Note	Special Note for PVC Fold-and-Form Pipe Liner *attached*
Special Note	Special Note for Pipe Liner Acceptance Testing *attached*

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS
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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 or narrowed **EXCEPT** where specified elsewhere in the Proposal.

SPECIAL NOTE FOR BEFORE YOU DIG
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The contractor is instructed to call 1-800-752-6007 to reach KY 811, the one-call system for information on the location of existing underground utilities. The call is to be placed a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor should be aware that owners of underground facilities are not required to be members of the KY 811 one-call Before-U-Dig (BUD) service. The contractor must coordinate excavation with the utility owners, including those who do not subscribe to KY 811. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area.

SPECIAL NOTE FOR ASPHALT MILLING AND TEXTURING
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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 the material obtained from the milling operations. Deliver this material to the State Maintenance facility in Carter County.

NOTICE TO CONTRACTOR: The Department considers transfer of millings to the state maintenance facility to be part of the construction project and will be considered incidental to the item "Asphalt Pave Milling & Texturing".

There are no known existing pavement markers on the project, however, if existing pavement markers of any type are encountered within the project limits, removal of the existing markers will be considered incidental to "Asphalt Pave Milling and Texturing" regardless of whether they are in the milling limits or not.

June 1, 2017

SPECIAL NOTE FOR PVC FOLD-AND-FORM PIPE LINER

I. GENERAL

A. SUMMARY

1. Section Includes: Definition of the approved methods and materials to rehabilitate gravity pipelines by the insertion of a continuously extruded, folded, PVC Fold-and-Form Pipe Liner into a conduit (host pipe), and the "blow-molding" (thermoforming) of the pipe liner to conform to the shape of the existing pipe. The pipe liner shall:

   a) Extend continuously from one access point to the next access point with no joints.

   b) Provide a tightly conforming fit against the inner wall of the host pipe.

   c) Definitions:

      (1) PVC Fold-and-Form Pipe Liner: A continuously extruded (joint-less), polyvinyl chloride (PVC) Pipe Liner that is shaped into a reduced form to facilitate insertion into existing pipelines or conduits. The Pipe Liner shall return to its extruded, round memory upon application of heat and pressure and form tightly against the host pipe by "blow molding" (thermoforming) techniques.

      (2) Host Pipe: An existing gravity pipeline or conduit to be internally rehabilitated by installation of the PVC Fold-and-Form Pipe Liner.

B. REFERENCES

1. Codes and standards referred to in this Special Note are:

   a) ASTM D 256: Standard Test Methods for Determining the Pendulum Impact Resistance of Notched Specimens of Plastics.

   b) ASTM D 638: Standard Test Method for Tensile Properties of Plastics

   c) ASTM D 790: Standard Test Method for Flexural Properties of Unreinforced and Reinforced Plastics

   d) ASTM D 1784: Standard Specification for Rigid Polyvinyl Chloride (PVC) Compounds and Chlorinated Polyvinyl Chloride (CPVC) Compounds

   e) ASTM D 2122: Standard Test Method for Determining Dimensions of Thermoplastic Pipe and Fittings

   f) ASTM D 2152: Standard Test Method for Extrusion Quality using Acetone Immersion

   g) ASTM D 2444: Standard Test Method for Impact Strength

   h) ASTM F 1057: Standard Test Method for Extrusion Quality using Heat Reversion

   i) ASTM F 1504: Standard Specification for Folded/Formed Poly (Vinyl Chloride) Pipe for Existing Sewer and Conduit rehabilitation

C. PIPE DESIGN AND DIMENSION

1. Submittals: The Contractor shall furnish engineering data covering materials and installation procedures.

2. Unless otherwise specified, the Contractor shall determine the minimum and maximum length of liner to effectively span the distance from the inlet to the outlet of the respective pipelines.

3. The pipe liner shall have a nominal outside diameter and minimum wall thickness based upon project parameters and the condition of the host pipe.

D. SAFETY

1. The CONTRACTOR shall conform to all safety requirements of pertinent regulatory agencies, and shall secure the site for the working conditions in compliance with the same. The CONTRACTOR shall erect signs and devices as are necessary for the safety of the work site.

2. The CONTRACTOR shall also provide all of the WORK in accordance with applicable OSHA standards. Emphasis shall be placed upon the requirements for entering confined spaces and working with steam.

II. PRODUCTS

A. MATERIAL SPECIFICATIONS:

1. The PVC Fold-and-Form Pipe Liner will be manufactured from virgin PVC Fold-and-Form Pipe Liner compound, containing no fillers, and meet or exceed the following minimum physical properties:

a) COMBUSTIBILITY: Self-Extinguishing

b) FLEXURAL MODULUS: ASTM D 790 280,000 PSI @73F

c) FLEXURAL STRENGTH: ASTM D 790 5,000 PSI @73F

d) IZOD IMPACT: ASTM D 256 1.5 FT-LB/IN

e) CHEMICAL RESISTANCE: suitable under general sanitary sewer conditions

2. CHARACTERISTICS: The PVC Fold-and-Form Pipe Liner shall be designed to meet the following installation performance requirements:

a) The Pipe Liner shall be capable of expanding a full pipe size larger than the nominal diameter (ex: 8” to 10”) without splitting, or rupturing with the understanding that the pipe liner dimension ratio will increase when so expanded.

b) After being expanded by “blow-molding”, the installed Pipe Liner will match the configuration of the host pipe.

c) The Pipe Liner shall be capable of negotiating pipe line bends in the host pipe without splitting, rupturing, or wrinkling of the pipe liner material.

d) The pipe liner shall be dimensionally stable after cool-down.

e) Processing of the pipe liner shall cause no degradation of the pipe liner physical properties.

3. MARKINGS: The pipe liner shall be marked at maximum five (5) foot intervals indicating ASTM D 1784 cell classification, manufacturer, and size (diameter and SDR). Each production lot will be uniquely coded.

4. DIMENSIONS:

a) The Pipe Liner outside diameter will be manufactured substantially smaller than the inside diameter of the host pipe. The pipe liner shall be manufactured with sufficient excess wall thickness to allow the pipe liner to meet or exceed the DR requirements after being expanded by "blow-molding" within the host pipe.

b) Unless otherwise specified, the Standard Dimension Ration (SDR) of 4" to 15" diameter Pipe Liner will be SDR 35. 18" to 36" Pipe Liner will be specified by wall thickness. The Pipe Liner will be continuously extruded (no joints) at the factory to the minimum length required to effectively span the distance between access points, in accordance with actual distances which shall be field verified by the Contractor prior to manufacturing.

B. MATERIAL TESTING: Each production lot of Pipe Liner will be inspected and tested at the time of manufacture for defects is accordance with ASTM D 2444, and ASTM D 2152. All pipe liners shall conform to the specified dimensions. Material design properties shall be confirmed in accordance with ASTM D 790.

III. EXECUTION

A. HOST PIPE PREPARATION

1. The existing pipeline shall be cleaned of any obstructions and televised using CCTV immediately prior to installation of the pipe liner. The host pipe condition shall be acceptable to the ENGINEER as appropriate for lining prior to the insertion of the pipe Liner.

2. Prior to beginning the insertion of the pipe liner, the CONTRACTOR shall confirm that the host pipe is adequately cleaned.

B. INSTALLATION PROCEDURES:

1. The pipe liner manufacturer's installation instructions and procedures shall be followed during installation.

2. Point Repairs

a) Point repairs and obstruction removals shall be completed, as necessary, in order to enable lining.

3. Liner Insertion

a) The entrance to the host pipe shall be covered so as to provide a smooth surface to prevent damage to the Pipe Liner.

b) The Pipe Liner shall be positioned to enable it to naturally curve into the access point and the host pipe.

c) The insertion end of the Pipe Liner shall be sealed to inhibit fluids and solids form entering the lumen of the Pipe Liner.

d) Insert the Pipe Liner into the entry access point. Slowly feed the Pipe Liner from the supply reel, while simultaneously pulling the Pipe Liner at the exit access point, to minimize tension on the Pipe Liner. Maintain two-way communication between personnel at entry and exit access points to coordinate the rate of Pipe Liner supply and pulling operations.

e) Use a power winch and a steel cable connected to the pulling head as recommended by the manufacturer to advance the Pipe Liner.

4. Pipe Liner Processing and "Blow-Molding":

a) Process and "blow-mold" the PVC Fold and-Form Pipe Liner in accordance with the manufacturer's instructions for heating and expanding the Pipe Liner. Upon completion of processing and "blow-molding", the Pipe Liner shall fit tightly against the inside wall of the host pipe and be locked into the joints of the host pipe, if possible.

b) Temperature and pressure gauges shall be used at the insertion and termination access points to monitor internal conditions during Pipe Liner processing and "blow-molding".

c) Introduce pressurized steam to heat and relax the Pipe Liner in strict accordance with the recommendations of the Pipe Liner manufacturer.

d) Continue the application of steam while introducing compressed air to increase internal pressure on the Pipe Liner as recommended by the manufacturer. DO NOT ALLOW PRESSURE TO EXCEED 12 PSI, AS DAMAGE MAY OCCUR TO HOST PIPE.

e) Discontinue the use of steam while continuing the use of compressed air to maintain the internal pressure. Allow the Pipe Liner to cool below 100 F before releasing pressure.

5. Liner Termination:

a) During the pulling in place and "blow-molding" process, the PVC liner shall form a bell shape at each end effectively locking the liner in place.

IV. PAYMENT

A. Payment for PVC Fold and Form Pipe Liners will be made per linear foot as

1. PVC FOLD AND FORM PIPE LINER – 12 IN - ITEM 24860EC
2. PVC FOLD AND FORM PIPE LINER – 15 IN - ITEM 24861EC
3. PVC FOLD AND FORM PIPE LINER – 18 IN - ITEM 24862EC
4. PVC FOLD AND FORM PIPE LINER – 24 IN - ITEM 24863EC
5. PVC FOLD AND FORM PIPE LINER – 30 IN - ITEM 24864EC
6. PVC FOLD AND FORM PIPE LINER – 36 IN - ITEM 24865EC

B. Payment will be considered full compensation for all work, equipment, and incidentals necessary to install the pipe liners in accordance with this note.

SPECIAL NOTE FOR PIPE LINER ACCEPTANCE TESTING

PART 1 -- GENERAL

1.01 SCOPE OF WORK

A. Furnish all necessary labor, materials, equipment, services and incidentals required to visually inspect by means of closed-circuit television (CCTV) designated pipe sections including, but not limited to, recording and playback equipment, materials and supplies.

B. The inspection shall be performed on one section (i.e. curb box inlet to curb box inlet) at a time. The section being inspected shall be suitably isolated from the remainder of the system.

C. Video recordings shall be made of the television inspections and copies of both the recordings and printed inspection logs shall be supplied to the Engineer.

D. Contractor may have to perform point repairs, remove obstructions or remove protruding service connections to complete pre-rehabilitation TV inspection.

PART 2 -- PRODUCTS

2.01 EQUIPMENT

A. The television camera used for inspection shall be one specifically designed and constructed for such inspection. Lighting for the camera shall be suitable to allow a clear picture for the entire periphery of the pipe. The camera shall be operative in 100 percent humidity conditions. The camera, television monitor and other components of the video system shall be capable of producing a minimum 500-line resolution color video picture. Picture quality and definition shall be to the satisfaction of the Engineer and if unsatisfactory, inspection shall be performed again with the appropriate changes made as designated by the Engineer at no additional cost to the Engineer. The television inspection equipment shall have an accurate footage counter that shall display on the monitor, the exact distance of the camera from the centerline of the starting manhole.

PART 3 -- EXECUTION

3.01 PROCEDURE

A. The camera shall be moved through the pipe in either direction at a uniform rate, stopping when necessary to ensure proper documentation of the pipe's condition but in no case will the television camera be pulled at a speed greater than 30 fpm. Manual winches, power winches, TV cable and powered rewinds or other devices that do not obstruct the camera view or interfere with proper documentation of the pipe conditions shall be used to move the camera through the line. If, during the inspection operation, the television camera will not pass through the entire section, the equipment shall be removed and repositioned in a manner so that the inspection can be performed from the opposite opening. All set-up costs for the inspection shall be included in the unit prices bid. If the camera fails to pass through the entire section, the Contractor shall perform point repairs as required or approved by the Engineer. Point repairs will be paid as each at the bid price for "PIPE REPAIR". The Contractor shall re-clean or further remove blockage after the point repairs at no additional cost to the Engineer.

B. Whenever non-remote powered and controlled winches are used to pull the television camera

through the line, telephones, radios, or other suitable means of communication shall be set up between the two openings of the line being inspected to ensure that good communications exist between members of the crew.

The camera height shall be adjusted such that the camera lens is always centered in the pipe being televised. Flow shall be controlled such that depth of flow shall not exceed 20% of pipe's diameter.

Lighting system shall be adequate for quality pictures.

3.02 RECORDING OF FIELD OBSERVATIONS

A. Television Inspection logs

1. Printed location records shall be kept which shall clearly show the location. In addition, other data of significance including joints, unusual conditions, roots, collapsed sections, or presence of scale and corrosion that the camera failed to pass through and reasons for the failure and other discernible features shall be recorded and annotated using the PACP system and a copy of such records shall be supplied to the Engineer.

B. Digital Recordings

1. The purpose of digital recording shall be to supply a visual and audio record of areas of interests of the pipe segments that may be replayed by the Engineer. Digital recording playback shall be at the same speed that it was recorded and shall be made in color. The Contractor shall be required to have all digital media and necessary playback equipment readily accessible for review by the Engineer during the project.

2. The Contractor shall perform CCTV inspection of each newly installed or rehabilitated pipe segment after testing and before re-introducing any flow into the pipe. Each test shall be witnessed by the Engineer.

3. The Contractor shall record each CCTV inspection on a DVD and submit such recordings to the Engineer as a prerequisite for Partial Utilization/Substantial Completion.

4. CCTV inspections shall be performed by a PACP certified and trained person.

5. Inspections shall include narration that notes the location and type of defects, if any.

6. At the completion of the project, the Contractor shall furnish all of the original digital recordings to the Engineer. Each disc shall be labeled as to its contents. Labels shall include the disc number, date televised, sewer segment reach designation, street location, and structure numbers on the disc. The Contractor shall keep a copy of the discs for 30 days after the final payment for the project, at which time the discs may be erased at the Contractor's option.

PART 4 – PAYMENT

Payment for both the video inspection prior to and after the Pipe Liners have been installed will be made as one lump sum payment as PIPE LINER ACCEPTANCE TESTING. Payment for PIPE LINER ACCEPTANCE TESTING will be considered full compensation for all work, equipment, and incidentals necessary to perform the video inspection in accordance with this note.

Payment for pipe point repairs will be made as each at the bid price for PIPE REPAIR. Payment for PIPE REPAIR will be considered full compensation for all work, equipment, and incidentals necessary to make point repairs as required and approved by the Engineer.

Rev 9/2021

SPECIAL NOTE FOR PAVER MOUNTED TEMPERATURE PROFILES

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

1.0 DESCRIPTION. Provide a paver mounted infrared temperature equipment to continually monitor the temperature of the asphalt mat immediately behind all paver(s) during the placement operations for all mainline pavements (including ramps for Interstates and Parkways) within the project limits. Provide thermal profiles that include material temperature and measurement locations.

2.0 MATERIALS AND EQUIPMENT. In addition to the equipment specified in Subsection 403.02 Utilize a thermal equipment supplier that can provide a qualified representative for on-site technical assistance during the initial setup, pre-construction verification, and data management and processing as needed during the Project to maintain equipment within specifications and requirements.

Provide operator settings, user manuals, required viewing/export software for analysis. Ensure the temperature equipment will meet the following:

(A) A device with one or more infrared sensors that is capable of measuring in at least 1 foot intervals across the paving width, with a minimum width of 12 feet, or extending to the recording limits of the equipment, whichever is greater. A Maximum of two (2) brackets are allowed in the influence area under the sensors. A temperature profile must be made on at least 1 foot intervals longitudinally down the road:

(B) Infrared sensor(s):

(1) Measuring from 32°F to 400°F with an accuracy of ± 2.0% of the sensor reading.

(C) Ability to measure the following:

(1) The placement distance using a Global Positioning System (GPS) or a Distance Measuring Instrument (DMI) and a Global Positioning System (GPS).

(2) Stationing

(D) GPS: Accuracy ± 4 feet in the X and Y Direction

(E) Latest version of software to collect, display, retain and analyze the mat temperature readings during placement. The software must have the ability to create and analyze:

(1) Full collected width of the thermal profiles,

(2) Paver speed and

(3) Paver stops and duration for the entire Project.

(F) Ability to export data automatically to a remote data server ("the cloud").

At the preconstruction meeting, provide the Cabinet with rights to allow for web access to the data file location. Access to the data is not to be hindered in any way. The Contractor will provide the Cabinet with any vendor specific software, user id, passwords, etc. needed to access the data through this service, cost of this access is incidental to the thermal profile bid item. The Cabinet is to have access to all data as it is being collected. If a third party is used for collecting and distributing the data the Cabinet is to have the same access rights and time as the Contractor.

This web-based software must also provide the Department with the ability to download the raw files and software and to convert them into the correct format.

(G) The thermal profile data files must provide the following data in a neat easy to read table format.

(1) Project information including Road Name and Number, PCN, Beginning and Ending MPs.

(2) IR Bar Manufacturer and Model number

(3) Number of Temperature Sensors (N)

(4) Spacing between sensors and height of sensors above the asphalt mat

(5) Total number of individual records taken each day (DATA BLOCK)

(a) Date and Time reading taken
(b) Latitude and Longitude
(c) Distance paver has moved from last test location
(d) Direction and speed of the paver
(e) Surface temperature of each of the sensors

3.0 CONSTRUCTION. Provide the Engineer with all required documentation at the pre-construction conference.

(A) Install and operate equipment in accordance with the manufacturer's specifications.

(B) Verify that the temperature sensors are within ± 2.0% using an independent temperature device on a material of known temperature. Collect and compare the GPS coordinates from the equipment with an independent measuring device.

(1) Ensure the independent survey grade GPS measurement device is calibrated to the correct coordinate system (using a control point), prior to using these coordinates to validate the equipment GPS.

(2) The comparison is considered acceptable if the coordinates are within 4 feet of each other in the X and Y direction.

(C) Collect thermal profiles on all Driving Lanes during the paving operation and transfer the data to the "cloud" network or if automatic data transmission is not available, transfer the data to the Engineer at the end of daily paving.

(D) Contact the Department immediately when System Failure occurs. Daily Percent Coverage will be considered zero when the repairs are not completed within two (2) working days of System Failure. The start of this two (2) working day period begins the next working day after System Failure.

(E) Evaluate thermal profile segments, every 150 feet, and summarize the segregation of temperature results. Results are to be labeled as Minimal 0°-25°F, Moderate 25.1°-50°F and Severe >50°. Severe readings over 3 consecutive segments or over 4 or more segments in a day warrant investigation on the cause of the differential temperature distribution.

4.0 MEASUREMENT. The Department will measure the total area of the pavement lanes mapped by the infrared scanners. Full payment will be provided for all lanes with greater than 85% coverage. Partial payment will be made for all areas covered from 50% coverage to 85% coverage at the following rate Coverage area percentage X Total bid amount. And area with less than 50% coverage will not be measured for payment.

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

1. Payment is full compensation for all work associated with providing all required equipment, training, and documentation.
2. Delays due to GPS satellite reception of signals or equipment breakdowns will not be considered justification for contract modifications or contract extensions.

Code	Pay Item	Pay Unit
24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	SQFT

October 2021

SPECIAL NOTE FOR NON-TRACKING TACK COAT

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

2. MATERIALS, EQUIPMENT, AND PERSONNEL.

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

2.1.1 Provide a tack conforming to the following material requirements:

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

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

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

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

3. CONSTRUCTION.

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

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

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

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

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

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

October 2021

Non-Tracking Tack Price Adjustment Schedule						
Test	Specification	100% Pay	90% Pay	80% Pay	50% Pay	0% Pay
Viscosity, SFS, 77 ˚ F	20 – 100	19 - 102	17 - 18 103 - 105	15 - 16 106 - 107	14 108 - 109	≤13 ≥ 110
Sieve, %	0.30 max.	≤ 0.40	0.41 - 0.50	0.51 - 0.60	0.61 - 0.70	≥ 0.71
Asphalt Residue, %	50 min.	≥49.0	48.5 – 48.9	48.0 – 48.4	47.5-47.9	≤ 47.4
Oil Distillate, %	1.0 max.	≤1.0	1.1-1.5	1.6 - 1.7	1.8-1.9	>2.0
Residue Penetration, 77 ° F	20 max.	≤ 21	22 - 23	24 - 25	26 - 27	≥ 28
Original Dynamic Shear (G*/sin δ), 82 ˚ C	1.0 min.	≥0.95	0.92 – 0.94	0.90 – 0.91	0.85 - 0.89	≤ 0.84
Softening Point, º F	149 min.	≥145	142 - 144	140 - 141	138 - 139	≤ 137
Solubility, %	97.5 min.	≥ 97.0	96.8 – 96.9	96.6 – 96.7	96.4 – 96.5	≤ 96.3

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

SPECIAL NOTE FOR EXPERIMENTAL KYCT AND HAMBURG TESTING

1.0 General

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

2.0 Equipment

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

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

2.3 Hamburg Wheel Track Testing. The department encourages the use of the PTI APA/Hamburg Jr. test equipment to perform the loaded wheel testing. The Department will allow different equipment for the Hamburg testing, but the testing device must be approved by the Department prior to testing.

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

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

2.6 Department Equipment. The Department will provide gyratory molds, PINE 850 Test Press with digital recordation, and CT testing equipment to assist during this experimental phase so data can be gathered. Hamburg test specimens will be submitted to the Division of Materials for testing on the PTI APA/Hamburg Jr if the asphalt contractor or district materials office does not have an approved Hamburg testing device.

3.0 Testing Requirements

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

3.2 KYCT Testing. Perform crack resistance analysis (KYCT) in accordance with the current Kentucky Method for KYCT Index Testing during the mix design phase and during the plant production of all surface mixtures. For mix design approvals, submit KYCT results on the Department MixPack. For Class 4 mixtures, submit ingredient materials to the Division of Materials for informational verification.

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

3.2.2 Number of Specimens and Conditioning. Fabricate specimens in accordance with the Kentucky Method for KYCT Index Testing. Contrary to the method, fabricate a minimum of 3 and up to 6 test specimens. The specimens shall be compacted at the temperature in accordance to KM 64-411. KYCT mix design specimens shall be short-term conditioned for four hours at compaction temperature in accordance to KM 64-411. Contrary to the Kentucky Method, plant produced bituminous material shall be short-term conditioned immediately after sampling for two hours at compaction temperature in accordance to KM 64-411. Additionally, fabricated specimens shall be allowed to cool in air (fan is permissible) for 30 minutes +/- 5 minutes and conditioned in a 77 °F water bath for 30 minutes +/- 5 minutes. To insure confidence and reliability of the test results provided by KYCT testing and Hamburg testing, reheating of the asphalt mixture is prohibited.

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

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

3.3 Hamburg Testing. Perform the rut resistance analysis (Hamburg) in accordance to AASTHO T-324, not to exceed 20,000 passes for all bituminous mixtures during the mix design phase and production. For mix design approvals, submit Hamburg results on the Department MixPack. For Class 4 mixtures, submit ingredient materials to the Division of Materials for informational verification.

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

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

3.3.3 File Name. Save the Excel spreadsheet with the following file name; "Hamburg_CID_Approved Mix Number_Lot Number_Sublot Number_Date" and upload the file into the AMAW.

4.0 Data

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

5.0 KYCT Video Demonstration

https://youtu.be/84j0bM45-hg

6.0 Payment

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

October 8, 2020

SPECIAL NOTE FOR FIXED COMPLETION DATE AND LIQUIDATED DAMAGES
US 60
CARTER COUNTY
ITEM NO. 9-22318

In accordance with Section 108.09, Liquidated Damages at the specified rate per calendar day will be assessed for each day work remains incomplete beyond the Specified Project Completion Date. This project has a Fixed Project Completion Date of November 30, 2022.

Also contrary to Section 108, liquidated damages will be charged during the months of December through March.

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

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

RIGHT OF WAY CERTIFICATION

☒ Original	☐ Re-Certification	RIGHT OF WAY CERTIFICATION	
ITEM #	**COUNTY**	**PROJECT # (STATE)**	**PROJECT # (FEDERAL)**
09-22318.00	Carter	FD05 022 0060 030-035	
PROJECT DESCRIPTION			

ADDRESS CONDITION OF US-60 FROM MILEPOINT 30.018 TO MILEPOINT 35.036

☒ **No Additional Right of Way Required**

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

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

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

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

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

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

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

Total Number of Parcels on Project	0	**EXCEPTION (S) Parcel #**	**ANTICIPATED DATE OF POSSESSION WITH EXPLANATION**
Number of Parcels That Have Been Acquired			
Signed Deed			
Condemnation			
Signed ROE			

Notes/ Comments (Use Additional Sheet if necessary)

LPA RW Project Manager		Right of Way Supervisor	
Printed Name		Printed Name	James R. Mason
Signature		Signature	Digitally signed by James Mason Date: 2022.04.06 12:03:21 -04'00'
Date		Date	

Right of Way Director		FHWA	
Printed Name		Printed Name	
Signature	2022.04.07 11:26:26 -04'00'	Signature	
Date		Date	

UTILITIES AND RAIL CERTIFICATION NOTE

Carter County
FD05 022 0060 030-035
Mile point: 30.018 to 35.036
ADDRESS CONDITION OF US-60 FROM MILEPOINT 30.018 TO MILEPOINT 35.036
ITEM NUMBER: 09-22318.00

PROJECT NOTES ON UTILITIES

Please Note: The information presented in this Utility Note is informational in nature and the information contained herein is not guaranteed.

The contractor will be responsible for contacting all utility facility owners on the subject project to coordinate his activities. The contractor will coordinate his activities to minimize and, where possible, avoid conflicts with utility facilities. Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities beyond minor facility adjustments. Where conflicts with utility facilities are unavoidable, the contractor will coordinate any necessary relocation work with the facility owner and Resident Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs. The utility facilities as noted in the previous section(s) have been determined using data garnered by varied means and with varying degrees of accuracy: from the facility owners, a result of S.U.E., field inspections, and/or reviews of record drawings. The facilities defined may not be inclusive of all utilities in the project scope and are not Level A quality, unless specified as such. It is the contractor's responsibility to verify all utilities and their respective locations before excavating.

The contractor shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor's responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. The contractor is instructed to contact KY 811 for the location of existing underground utilities. Contact shall be made a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY 811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom are to be contacted through their individual Protection Notification Center. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area. Non-compliance with these directives can result in the enforcement of penalties.

UTILITIES AND RAIL CERTIFICATION NOTE

Carter County
FD05 022 0060 030-035
Mile point: 30.018 to 35.036
ADDRESS CONDITION OF US-60 FROM MILEPOINT 30.018 TO MILEPOINT 35.036
ITEM NUMBER: 09-22318.00

NOTE: DO NOT DISTURB THE FOLLOWING FACILITIES LOCATED WITHIN THE PROJECT DISTURB LIMITS

AT&T Transmission – Fiber Optic

Kentucky Power/AEP – Electric

Columbia Gulf Transmission – Natural Gas Pipeline

Windstream Communications - Telephone

Big Sandy Water District - Water

Spectrum - CATV

Natural Energy Utility Corporation - Natural Gas

Sanitation District #4 – Sewer

Kentucky Wired – Fiber Optic

Cannonsburg Water - Water

The Contractor is fully responsible for protection of all utilities listed above

THE FOLLOWING FACILITY OWNERS ARE RELOCATING/ADJUSTING THEIR FACILITIES WITHIN THE PROJECT LIMITS AND WILL BE COMPLETE PRIOR TO CONSTRUCTION

Not Applicable

UTILITIES AND RAIL CERTIFICATION NOTE

Carter County
FD05 022 0060 030-035
Mile point: 30.018 to 35.036
ADDRESS CONDITION OF US-60 FROM MILEPOINT 30.018 TO MILEPOINT 35.036
ITEM NUMBER: 09-22318.00

THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE OWNER OR THEIR SUBCONTRACTOR AND IS TO BE COORDINATED WITH THE ROAD CONTRACT

Not Applicable

THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE ROAD CONTRACTOR AS INCLUDED IN THIS CONTRACT

Not Applicable

RAIL COMPANIES HAVE FACILITIES IN CONJUNCTION WITH THIS PROJECT AS NOTED

☒ **No Rail Involvement** ☐ **Rail Involved** ☐ **Rail Adjacent**

Form Revised 6/24/16

UTILITIES AND RAIL CERTIFICATION NOTE

Carter County
FD05 022 0060 030-035
Mile point: 30.018 to 35.036
ADDRESS CONDITION OF US-60 FROM MILEPOINT 30.018 TO MILEPOINT 35.036
ITEM NUMBER: 09-22318.00

AREA FACILITY OWNER CONTACT LIST

Facility Owner	Address	Contact Name	Phone	Email
AT&T Transmission	7555 E Pleasant Valley Rd, Suite 140 Independence, OH 44131	Diederich, Mike	216-750-0135	md4145@att.com
Kentucky Power/AEP	12333 Kevin Ave Ashland, KY 41101	Martin, Steve	606-929-1458	sgmartin@aep.com
Columbia Gulf Transmission	485 Industrial Road St. Albans, WV 25177	Donnally, Michael	304-368-3804	michael_donnally@tcenergy.com
Windstream Communications	130 West New Circle Road Suite 170 Lexington, KY 40505	Johnson, Steve	859-357-6209	Steve.Johnson@windstream.com
Big Sandy Water District	18200 State Route 3 Catlettsburg, KY 41129	Blanton, Jimmy	606-928-2075	bdistrict@windstream.net
Spectrum	1617 Foxhaven Dr Richmond, KY 40475	Smith, Steven	859-626-4809	rsteven.smith@charter.com
Natural Energy Utility Corporation	2560 Hoods Creek Pike Ashland, KY 41102	Freeman, Preston	606-324-3920	preston.freeman@kyneuc.com
Sanitation District #4	239 W. Little Garner Rd. Ashland, KY 41102	Helton, Gary	606-232-0610	ghelton@bcsd4.com
Kentucky Wired	2008 Mercer Road Lexington, KY 40511	Castle, Roger	859-229-5403	roger.castle@ledcor.com
Cannonsburg Water	1606 Cannonsburg Rd. Ashland, KY 41102	Webb, Tim	606-928-9808	tim@cannonsburgwater.com

GUARDRAIL DELIVERY VERIFICATION SHEET

Contract Id: _____ **Contractor: _____**

Section Engineer: _____ **District & County: _____**

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

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

Printed Section Engineer's Representative_____ & Date_____

Signature Section Engineer's Representative_____& Date_____

Printed Contractor's Representative_____& Date_____

Signature Contractor's Representative_____& Date_____

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

Printed Bailey Bridge Yard Representative_____ & Date_____

Signature Bailey Bridge Yard Representative_____& Date_____

Printed Contractor's Representative_____& Date_____

Signature Contractor's Representative_____& Date_____

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

Completed Form Submitted to Section Engineer Date: _____ By: _____

PART II

SPECIFICATIONS AND STANDARD DRAWINGS

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 2019* and *Standard Drawings, Edition of 2020.*

SUPPLEMENTAL SPECIFICATIONS

The contractor shall use the Supplemental Specifications that are effective at the time of letting. The Supplemental Specifications can be found at the following link:

http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx

1I

SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

2.0 MATERIALS.

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

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

2.2 Sign and Controls. All signs must:

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

1I

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

/KEEP/RIGHT/⇒⇒⇒/
/KEEP/LEFT/⇐⇐⇐/
/LOOSE/GRAVEL/AHEAD/
/RD WORK/NEXT/**MILES/
/TWO WAY/TRAFFIC/AHEAD/
/PAINT/CREW/AHEAD/
/REDUCE/SPEED/**MPH/
/BRIDGE/WORK/***0 FT/
/MAX/SPEED/**MPH/
/SURVEY/PARTY/AHEAD/
/MIN/SPEED/**MPH/
/ICY/BRIDGE/AHEAD/ /ONE LANE/BRIDGE/AHEAD/
/ROUGH/ROAD/AHEAD/
/MERGING/TRAFFIC/AHEAD/
/NEXT/***/MILES/
/HEAVY/TRAFFIC/AHEAD/
/SPEED/LIMIT/**MPH/
/BUMP/AHEAD/
/TWO/WAY/TRAFFIC/

*Insert numerals as directed by the Engineer.
Add other messages during the project when required by the Engineer.

2.3 Power.

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

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

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

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

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

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

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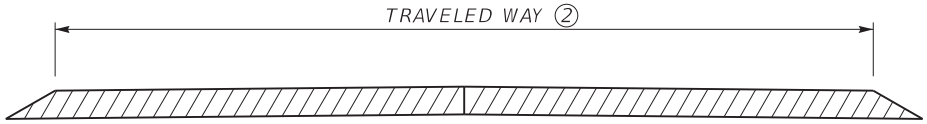
the actual number of individual signs acceptably furnished and operated during the project. The Department will not measure signs replaced due to damage or rejection.

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

Code	Pay Item	Pay Unit
02671	Portable Changeable Message Sign	Each

Effective June 15, 2012



TWO LANE ROADWAY
PAVEMENT CROSS-SECTION

TRAVELED WAY (2)	TYPE OF PAVEMENT STRIPING	NON-STATE PRIMARY ROUTES				STATE PRIMARY ROUTES	
		< 1000 ADT		>= 1000 ADT		ANY ADT	
		WIDTH	MATERIAL	WIDTH	MATERIAL	WIDTH	MATERIAL*
< 16' (4)	EDGELINE STRIPES ONLY	4"	PAINT	4"	PAINT	6"	THERMO (ASHPALT) TYPE I TAPE (CONCRETE)
16' TO < 20'	EDGELINE STRIPES ONLY OR CENTERLINE STRIPE ONLY	4"	PAINT	4"	PAINT	6"	THERMO (ASHPALT) TYPE I TAPE (CONCRETE)
>=20' (3)	CENTERLINE AND EDGELINE STRIPES	4" (5)	PAINT	6"	PAINT	6"	THERMO (ASHPALT) TYPE I TAPE (CONCRETE)

*OTHER DURABLE NON-WATERBORNE MARKINGS MAY BE USED WITH APPROVAL FROM THE DIVISION OF TRAFFIC OPERATIONS.

~ NOTES ~

1. INSTALL PAVEMENT STRIPING ON TWO LANE, TWO WAY ROADWAYS AS DETAILED IN THE ABOVE TABLE AND IN ACCORDANCE WITH THE PAVEMENT MARKINGS AND DELINEATION CHAPTER OF THE TRAFFIC OPERATIONS GUIDANCE MANUAL. CONTACT THE DIVISION OF TRAFFIC OPERATIONS FOR ADDITIONAL GUIDANCE IF NECESSARY.

(2) THE TRAVELED WAY IS THE PORTION OF ROADWAY FOR THE MOVEMENT OF VEHICLES, EXCLUSIVE OF THE SHOULDERS.

(3) ON TWO LANE, TWO WAY ROADWAYS THAT HAVE A TOTAL PAVEMENT WIDTH (W) THAT IS 20 FT OR GREATER, BUT LESS THAN 22 FT, EDGELINE RUMBLE STRIPS ARE NOT A STANDARD APPLICATION, BUT THEY MAY BE INSTALLED. THE DIVISION OF TRAFFIC OPERATIONS IS AVAILABLE TO ASSIST WITH THE DETERMINATION OF WHETHER OR NOT TO INSTALL EDGELINE RUMBLE STRIPS ON PAVEMENT WIDTHS LESS THAN 22 FT, AS WELL AS THE DIMENSION AND PLACEMENT DETAILS OF THE RUMBLE STRIPS AND PAVEMENT STRIPING.

ON TWO LANE, TWO WAY ROADWAYS THAT HAVE A TOTAL PAVEMENT WIDTH (W) THAT IS 22 FT OR GREATER, BUT LESS THAN 34 FT, INSTALL PAVEMENT STRIPING AS DETAILED IN THE ABOVE TABLE AND IN CONJUNCTION WITH CENTERLINE AND EDGELINE RUMBLE STRIPS AS DETAILED ON TPR-120 .

ON TWO LANE, TWO WAY ROADWAYS THAT HAVE A TOTAL PAVEMENT WIDTH (W) THAT IS 34 FT OR GREATER, INSTALL PAVEMENT STRIPING AS DETAILED IN THE ABOVE TABLE AND IN CONJUCTION WITH CENTERLINE AND SHOULDER RUMBLE STRIPS AS DETAILED ON TPR-125.

(4) EDGELINES MAY BE OMITTED FROM ROADWAYS WITH A TRAVELED WAY WIDTH LESS THAN 16 FEET WITH THE APPROVAL OF THE DIVISION OF TRAFFIC OPERATIONS.

(5) EDGELINES MAY BE OMITTED ON NON-STATE PRIMARY ROUTES WITH A TRAVELED WAY WIDTH GREATER THAN OR EQUAL TO 20 FEET AND AN ADT LESS THAN 1,000.

6. EDGELINES MAY BE OMITTED, BASED ON ENGINEERING JUDGMENT, IN AREAS WHERE THE PAVEMENT EDGE IS DELINEATED BY PHYSICAL OBJECTS SUCH AS CURBS, PARKING SPACES, OR OTHER MARKINGS. EDGELINES SHOULD BE INSTALLED ON ROADWAYS WITH CURB AND GUTTER IF THE POSTED SPEED LIMIT IS 45 MPH OR GREATER.

DRAWING NOT TO SCALE

USE WITH CUR. STD. DWGS.
TPR-120 & TPR-125

KENTUCKY
DEPARTMENT OF HIGHWAYS

PAVEMENT STRIPING
DETAILS FOR TWO LANE
TWO WAY ROADWAYS

SUBMITTED _____ 06-09-21
DIVISION DIRECTOR DATE

017

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 (forty and above); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age forty (40) and over. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

2. The contractor shall not print or publish or cause to be printed or published a notice or advertisement relating to employment by such an employer or membership in or any classification or referral for employment by the employment agency, indicating any preference, limitation, specification, or discrimination, based on race, color, religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, except that such a notice or advertisement may indicate a preference, limitation, or specification based on religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, when religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, is a bona fide occupational qualification for employment.

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual because of his race, color, religion, national origin, sex, disability or age forty (40) and over, in admission to, or employment in any program established to provide apprenticeship or other training.

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

Revised: January 25, 2017

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 (7) provides:
>
> No present or former public servant shall, within six (6) months 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, or is regulated by, the state in matters in which he was directly involved during the last thirty-six (36) months of his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, or for which he received, prior to his state employment, a professional degree or license, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved during the last thirty-six (36) months of his tenure in state government. This subsection shall not prohibit the performance of ministerial functions, including but not limited to filing tax returns, filing applications for permits or licenses, or filing incorporation papers, nor shall it prohibit the former officer or public servant from receiving public funds disbursed through entitlement programs.
>
> KRS 11A.040 (9) states:
>
> A former public servant shall not represent a person or business before a state agency in a matter in which the former public servant was directly involved during the last thirty-six (36) months of his tenure, for a period of one (1) year after the latter of:
>
> a) The date of leaving office or termination of employment; or
> b) The date the term of office expires to which the public servant was elected.

This law is intended to promote public confidence in the integrity of state government and to declare as public policy the idea that state employees should view their work as a public trust and not 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, 3 Fountain Place, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: January 27, 2017

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.

EMPLOYEE RIGHTS
UNDER THE FAIR LABOR STANDARDS ACT

THE UNITED STATES DEPARTMENT OF LABOR WAGE AND HOUR DIVISION

FEDERAL MINIMUM WAGE
$7.25 PER HOUR
BEGINNING JULY 24, 2009

OVERTIME PAY

At least 1½ times your regular rate of pay for all hours worked over 40 in a workweek.

CHILD LABOR

An employee must be at least **16** years old to work in most non-farm jobs and at least **18** to work in non-farm jobs declared hazardous by the Secretary of Labor.

Youths **14** and **15** years old may work outside school hours in various non-manufacturing, non-mining, non-hazardous jobs under the following conditions:

No more than
- **3** hours on a school day or **18** hours in a school week;
- **8** hours on a non-school day or **40** hours in a non-school week.

Also, work may not begin before **7 a.m.** or end after **7 p.m.**, except from June 1 through Labor Day, when evening hours are extended to **9 p.m.** Different rules apply in agricultural employment.

TIP CREDIT

Employers of "tipped employees" must pay a cash wage of at least $2.13 per hour if they claim a tip credit against their minimum wage obligation. If an employee's tips combined with the employer's cash wage of at least $2.13 per hour do not equal the minimum hourly wage, the employer must make up the difference. Certain other conditions must also be met.

ENFORCEMENT

The Department of Labor may recover back wages either administratively or through court action, for the employees that have been underpaid in violation of the law. Violations may result in civil or criminal action.

Employers may be assessed civil money penalties of up to $1,100 for each willful or repeated violation of the minimum wage or overtime pay provisions of the law and up to $11,000 for each employee who is the subject of a violation of the Act's child labor provisions. In addition, a civil money penalty of up to $50,000 may be assessed for each child labor violation that causes the death or serious injury of any minor employee, and such assessments may be doubled, up to $100,000, when the violations are determined to be willful or repeated. The law also prohibits discriminating against or discharging workers who file a complaint or participate in any proceeding under the Act.

ADDITIONAL INFORMATION

- Certain occupations and establishments are exempt from the minimum wage and/or overtime pay provisions.
- Special provisions apply to workers in American Samoa and the Commonwealth of the Northern Mariana Islands.
- Some state laws provide greater employee protections; employers must comply with both.
- The law requires employers to display this poster where employees can readily see it.
- Employees under 20 years of age may be paid $4.25 per hour during their first 90 consecutive calendar days of employment with an employer.
- Certain full-time students, student learners, apprentices, and workers with disabilities may be paid less than the minimum wage under special certificates issued by the Department of Labor.

For additional information:

1-866-4-USWAGE
(1-866-487-9243) TTY: 1-877-889-5627

WHD U.S. Wage and Hour Division

WWW.WAGEHOUR.DOL.GOV

U.S. Department of Labor | Wage and Hour Division

WHD Publication 1088 (Revised July 2009)

PART IV

INSURANCE

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

PART V

BID ITEMS

221325

PROPOSAL BID ITEMS

Report Date 4/21/22

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	4,948.00	TON		$	
0020	00100		ASPHALT SEAL AGGREGATE	907.00	TON		$	
0030	00103		ASPHALT SEAL COAT	109.00	TON		$	
0040	00190		LEVELING & WEDGING PG64-22	500.00	TON		$	
0050	00212		CL2 ASPH BASE 1.00D PG64-22	2,571.00	TON		$	
0060	00307		CL2 ASPH SURF 0.38B PG64-22	7,572.00	TON		$	
0070	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		$	
0080	02677		ASPHALT PAVE MILLING & TEXTURING	10,125.00	TON		$	
0090	24103EC		FRENCH DRAIN	322.00	LF		$	
0100	24970EC		ASPHALT MATERIAL FOR TACK NON-TRACKING	36.00	TON		$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0110	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	174.00	EACH		$	
0120	02159		TEMP DITCH	12,749.00	LF		$	
0130	02160		CLEAN TEMP DITCH	6,374.00	LF		$	
0140	02360		GUARDRAIL TERMINAL SECTION NO 1	33.00	EACH		$	
0150	02367		GUARDRAIL END TREATMENT TYPE 1	10.00	EACH		$	
0160	02373		GUARDRAIL END TREATMENT TYPE 3	3.00	EACH		$	
0170	02381		REMOVE GUARDRAIL	7,862.50	LF		$	
0180	02391		GUARDRAIL END TREATMENT TYPE 4A	5.00	EACH		$	
0190	02562		TEMPORARY SIGNS	800.00	SQFT		$	
0200	02575		DITCHING AND SHOULDERING	25,497.00	LF		$	
0210	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		$	
0220	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		$	
0230	02696		SHOULDER RUMBLE STRIPS	50,784.00	LF		$	
0240	02703		SILT TRAP TYPE A	2.00	EACH		$	
0250	02704		SILT TRAP TYPE B	2.00	EACH		$	
0260	02705		SILT TRAP TYPE C	2.00	EACH		$	
0270	02706		CLEAN SILT TRAP TYPE A	2.00	EACH		$	
0280	02707		CLEAN SILT TRAP TYPE B	2.00	EACH		$	
0290	02708		CLEAN SILT TRAP TYPE C	2.00	EACH		$	
0300	02726		STAKING	1.00	LS		$	
0310	05950		EROSION CONTROL BLANKET	9,680.00	SQYD		$	
0320	05952		TEMP MULCH	6,453.00	SQYD		$	
0330	05953		TEMP SEEDING AND PROTECTION	4,840.00	SQYD		$	
0340	05963		INITIAL FERTILIZER	.50	TON		$	
0350	05964		MAINTENANCE FERTILIZER	.30	TON		$	
0360	05992		AGRICULTURAL LIMESTONE	6.00	TON		$	
0370	06511		PAVE STRIPING-TEMP PAINT-6 IN	101,658.00	LF		$	
0380	06568		PAVE MARKING-THERMO STOP BAR-24IN	238.00	LF		$	
0390	10020NS		FUEL ADJUSTMENT	16,566.00	DOLL	$1.00	$	$16,566.00
0400	10030NS		ASPHALT ADJUSTMENT	41,610.00	DOLL	$1.00	$	$41,610.00

221325

PROPOSAL BID ITEMS

Report Date 4/21/22

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0410	20458ES403		CENTERLINE RUMBLE STRIPS	25,392.00	LF		$	
0420	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	8,643.75	LF		$	
0430	24189ER		DURABLE WATERBORNE MARKING-6 IN W	50,784.00	LF		$	
0440	24190ER		DURABLE WATERBORNE MARKING-6 IN Y	46,934.00	LF		$	
0450	24891EC		PAVE MOUNT INFRARED TEMP EQUIPMENT	560,934.00	SF		$	
0460	40030		TEMPORARY SILT FENCE	12,749.00	LF		$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0470	00071		CRUSHED AGGREGATE SIZE NO 57	45.00	TON		$	
0480	00440		ENTRANCE PIPE-15 IN	40.00	LF		$	
0490	00461		CULVERT PIPE-15 IN	8.00	LF		$	
0500	00462		CULVERT PIPE-18 IN	62.00	LF		$	
0510	00466		CULVERT PIPE-30 IN	20.00	LF		$	
0520	00468		CULVERT PIPE-36 IN	4.00	LF		$	
0530	01202		PIPE CULVERT HEADWALL-15 IN	1.00	EACH		$	
0540	01204		PIPE CULVERT HEADWALL-18 IN	3.00	EACH		$	
0550	01210		PIPE CULVERT HEADWALL-30 IN	1.00	EACH		$	
0560	01212		PIPE CULVERT HEADWALL-36 IN	1.00	EACH		$	
0570	01310		REMOVE PIPE	110.00	LF		$	
0580	01433		SLOPED BOX OUTLET TYPE 1-18 IN	2.00	EACH		$	
0590	02484		CHANNEL LINING CLASS III	1,415.00	TON		$	
0600	02603		FABRIC-GEOTEXTILE CLASS 2	1,115.00	SQYD		$	
0610	02625		REMOVE HEADWALL	6.00	EACH		$	
0620	20465EC		CLEAN CULVERT (MP 30.077)	1.00	LS		$	
0630	20465EC		CLEAN CULVERT (MP 30.337)	1.00	LS		$	
0640	20465EC		CLEAN CULVERT (MP 30.465)	1.00	LS		$	
0650	20465EC		CLEAN CULVERT (MP 32.563)	1.00	LS		$	
0660	20465EC		CLEAN CULVERT (MP 32.707)	1.00	LS		$	
0670	20465EC		CLEAN CULVERT (MP 32.870)	1.00	LS		$	
0680	20465EC		CLEAN CULVERT (MP 33.040)	1.00	LS		$	
0690	23484EC		PIPE LINER ACCEPTANCE TESTING	1.00	LS		$	
0700	24862EC		PVC FOLD AND FORM PIPE LINER-18 IN	50.00	LF		$	

Section: 0004 - BRIDGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0710	02403		REMOVE CONCRETE MASONRY	11.80	CUYD		$	
0720	08003		FOUNDATION PREPARATION	1.00	LS		$	
0730	08100		CONCRETE-CLASS A	9.30	CUYD		$	
0740	08150		STEEL REINFORCEMENT	352.00	LB		$	

PROPOSAL BID ITEMS

221325

Report Date 4/21/22

Section: 0005 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0750	02568		MOBILIZATION	1.00	LS		$	
0760	02569		DEMOBILIZATION	1.00	LS		$	