



CALL NO. 320

CONTRACT ID. 122653

CUMBERLAND COUNTY

FED/STATE PROJECT NUMBER FE02 029 0090 B00027N

DESCRIPTION KY 61 TO CLINTON COUNTY LINE (KY 90) (MP 14.360)

WORK TYPE BRIDGE DECK RESTORATION & WATERPROOFING

PRIMARY COMPLETION DATE 11/15/2012

LETTING DATE: August 17, 2012

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME August 17, 2012. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

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

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PART I
SCOPE OF WORK

CONTRACT ID - 122653

ADMINISTRATIVE DISTRICT - 08

PROJECT(S) IDENTIFICATION AND DESCRIPTION:

COUNTY - CUMBERLAND

PCN - MB02900901201

FE02 029 0090 B00027N

KY 61 TO CLINTON COUNTY LINE (KY 90) (MP 14.360) OVER CUMBERLAND RIVER AT BURKESVILLE.

BRIDGE DECK RESTORATION & WATERPROOFING.

GEOGRAPHIC COORDINATES LATITUDE 36^46'49" LONGITUDE 85^22'12"

COMPLETION DATE(S):

COMPLETION DATE - November 15, 2012

APPLIES TO ENTIRE CONTRACT

60 WORKING DAYS

APPLIES TO B27

CONTRACT NOTES

PROPOSAL ADDENDA

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

BID SUBMITTAL

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

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

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

SPECIAL NOTE FOR PIPE INSPECTION

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

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

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

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

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

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

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

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

ACCESS TO RECORDS

The contractor, as defined in KRS 45A.030 (9) agrees that the contracting agency, the Finance and Administration Cabinet, the Auditor of Public Accounts, and the Legislative Research Commission, or their duly authorized representatives, shall have access to any books, documents, papers, records, or other evidence, which are directly pertinent to this

contract for the purpose of financial audit or program review. Records and other prequalification information confidentially disclosed as part of the bid process shall not be deemed as directly pertinent to the contract and shall be exempt from disclosure as provided in KRS 61.878(1)(c). The contractor also recognizes that any books, documents, papers, records, or other evidence, received during a financial audit or program review shall be subject to the Kentucky Open Records Act, KRS 61.870 to 61.884.

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

10/18/2011

SPECIAL NOTE FOR RECIPROCAL PREFERENCE

Reciprocal preference to be given by public agencies to resident bidders

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

03/01/2011

**SPECIAL NOTE FOR PRE-BID CONFERENCE
029B00027N OVER CUMBERLAND RIVER
BRIDGE REPAIRS
CID 122653**

The Department will conduct a Pre-Bid Conference of the subject project August 13, 2012 at 10:00 AM EST. at;

Department of Highways - District 8 Somerset
1660 South US 27
Somerset, KY 42502

Any company that is interested in bidding on the subject project or being part of a joint venture must be represented at the conference by at least **one person of sufficient authority to bind the company**. No individual can represent more than one company.

At the conference a roster will be taken of the representatives present. **Only companies represented at the conference will be eligible to have their bids opened at the date of letting.**

The purpose of the conference is to familiarize all prospective bidders with the contract requirements.

Department of Highways officials present at the conference will answer questions concerning the projects.

SPECIAL NOTE FOR REPLACING EXISTING EXPANSION JOINT WITH ASPHALT PLUG JOINTS ON BRIDGES

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

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing concrete and expansion device(s) and/or bridge ends; (3) Install asphalt plug joint as specified; (4) Maintain and control traffic; and (5) Any other work specified as part of this contract.

II. MATERIALS.

A. Asphalt Plug Joint System. Use either "Wabo Expandex", "Matrix 502", or "Thorma-Joint" in accordance with the manufacturers specifications and ASTM D6297. Detailed specification are attached for each system. The detailed specifications, for the chosen manufacturer, must be followed completely.

III. CONSTRUCTION.

A. Remove Existing Materials. Remove the existing expansion dam and bridge end as specified. Only hammers weighing 40lbs or less shall be used. Remove debris and/or expansion joint filler as directed by the Engineer. Dispose of all removed material entirely away from the job site. This work is incidental to the contract unit price for "Asphalt Plug Joint".

B. Place New Asphaltic Plug Joint. After all specified existing materials have been removed, saw cut area between 20" and 24" wide and 2 1/4" to 3" in depth. Complete installation of asphaltic plug joint in accordance with manufacturer's specifications.

C. Shop Plans and As-built Plans. Shop plans will not be required. The Contractor is responsible for obtaining field measurements and supplying properly sized materials to complete the work. The Contractor shall provide as-built plans after construction is complete, showing detailed dimensions and materials used.

D. Warranty. Contractor shall provide a written manufacturer's warranty covering the material and installation of any deficient asphalt plug joints for a period of 3 years after the date of installation at no cost to the Cabinet.

IV. MEASUREMENT.

A. Asphalt Plug Joint System. The Department will measure the quantity in linear feet from gutterline to gutterline along the centerline of the joint.

V. PAYMENT.

A. Asphalt Plug Joint System. Payment at the contract unit price per linear foot is full compensation for removing specified existing materials, furnishing and installing the new asphaltic plug joint, providing 3 year written warranty, and all incidental items necessary to complete the work within the specified pay limits as specified by this note.

The Department will consider payment as full compensation for all work required by this note and the attached manufacturer's specifications.

SPECIAL NOTE FOR ELIMINATING TRANSVERSE JOINTS ON BRIDGES

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

1.0. DESCRIPTION. Remove existing concrete and existing joint material to eliminate the transverse joint. Install additional reinforcing steel and place concrete.

2.0 MATERIALS.

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

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

C. Epoxy Bond Coat. See Section 511.

3.0 EQUIPMENT.

A. Hammer. See Section 606.02.10 B.

B. Sawing Equipment. See Section 606.02.10 C.

C. Hydraulic Impact Equipment. See Section 606.02.10 D.

4.0 CONSTRUCTION.

A. Remove Existing Materials. Remove the existing transverse joints, joint filler, and specified areas of concrete as shown on the plans or as directed by the Engineer. Clean and leave all existing steel reinforcement encountered in place. Damaged steel reinforcement will be repaired/replaced as directed by the Engineer at no additional cost to the Department. Dispose of all removed material entirely away from the job site. This work is incidental to the contract unit price for "Eliminate Transverse Joint".

B. Additional Steel Reinforcement. Furnish for this work steel reinforcing bars as shown on the plans. Include 200 ft of # 4 steel cut in 20' lengths per joint to be placed as directed by the engineer. Splice these bars to the existing longitudinal reinforcement in the deck and curb/sidewalk in the areas of removed concrete to tie the slabs together as shown on the plans. Ensure that all exposed steel reinforcement is tied in accordance with Section 602.03.04 prior to pouring the new Class "M" concrete. Deliver any unused steel bars to the closest maintenance barn at no cost to the department.

C. Place New Concrete. Blast clean all areas of existing concrete and structural steel to come in contact with new concrete until free of all laitance and deleterious substances immediately prior to the placement of the Class "M" Concrete. The surface areas of existing concrete to come in contact with the new Class "M" Concrete are to be coated with an epoxy bond coat immediately prior to placing new concrete in accordance with Section 511. The interfaces of the new and old concrete shall be as nearly vertical and horizontal as possible. Place new Class "M" Concrete to the specified grade and finish to receive the new overlay or as shown on the plans. On the sidewalk and curb, place the new concrete to original grade and finish to match the existing curb/sidewalk.

5.0 MEASUREMENT.

- A. Eliminate Transverse Joint.** The Department will measure the quantity in linear feet from plinth to plinth perpendicular to the centerline of the bridge.
- B. Steel Reinforcement.** See Section 602.

6.0 PAYMENT.

- A. Eliminate Transverse Joint.** Payment at the contract unit price per linear foot is full compensation for furnishing equipment, labor, tools and materials needed to complete removal and disposal of the specified existing materials, cleaning and straightening of existing steel reinforcement, furnishing and installing the concrete, and all incidental items necessary to complete the work (except the overlay material if specified elsewhere in the contract) within the specified pay limits as indicated on the drawings.
- B. Steel Reinforcement.** See Section 602.

SPECIAL NOTE FOR PLACING BRIDGE OVERLAY APPROACH PAVEMENT

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

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Mill the existing approach pavement; (3) Place new asphalt surface; (4) Repair the roadway shoulders, if needed; (5) Maintain and control traffic; and (6) Any other work specified as part of this contract.

II. MATERIALS.

A. Class 2 Asphalt Surface 0.38D PG64-22. This material shall be in accordance with the Standard Specifications.

B. Tack Coat. This material shall be in accordance with the Standard Specifications.

III. CONSTRUCTION.

A. Remove Existing Materials. Remove the existing pavement material to provide for a minimum of 1¼" new pavement surface from the bridge end extending approximately 100 feet into the approach pavement and across the width of the approach pavement. The Engineer shall determine the actual length and width of the milling depending on site conditions at each bridge approach. Mill the existing surface so that the new asphalt surface will tie into the new armored edge and matches the original cross section of the approach. Mill a 3-foot edge key to tie the new surface into the existing surface approximately 100 feet from the bridge end. The Engineer shall approve the Contractor's plan for restoring the approach grade prior to the removal of the existing surface. Dispose of all removed material entirely away from the job site or as directed by the Engineer.

Backfill the area of pavement removed for placing the new armored edges with concrete of the same mix design as the overlay (minus the latex) to within 2" +/- of the top of the bridge end. Allow this concrete to wet cure prior to placing the new asphalt surface on it.

B. Produce and Place New Asphalt Surface. Apply an asphalt tack coat in accordance with Section 406. Produce and place the new 1¼" asphalt surface in accordance with Section 403 and compact under Option B. The new asphalt surface mixture required for this project shall be "Class 2 Asphalt Surface 0.38D PG 64-22". Place the new asphalt surface to the original roadway cross section or as directed by the Engineer.

C. Treatment of Shoulders. On roadways with paved shoulders, the shoulders shall receive identical treatment to the mainline pavement. On roadways with earth or rock shoulders, the Contractor shall attempt to protect the shoulder from damage. Any damage to earth or rock shoulders shall be repaired by the Contractor to the satisfaction of the Department at no additional cost. These repairs may consist of re-grading, re-compacting, and/or placing millings to return the shoulder to its original cross section.

D. Pavement Markings. Pavement striping will be required to match the existing pavement striping. Pavement striping shall be in accordance with applicable sections of the Standard Specifications and shall be paid accordingly.

Raised pavement markers within the limits of the "Bridge Overlay Approach Pavement" shall be removed prior to the milling operation. The marker castings shall be cleaned and returned to the Engineer.

IV. MEASUREMENT.

The Department will measure the quantity in square yards. The Department will measure along the centerline from each end of the structure to the point where the new pavement ties into the exiting pavement and across the width of the new pavement perpendicular to the centerline of the roadway.

V. PAYMENT.

Payment at the contract unit price per square yard is full compensation for backfilling at the end of the structure, removing existing pavement markers, mobilization of milling equipment, removing specified existing pavement material, furnishing and installing the asphalt tack coat, producing and placing the new asphalt surface, shoulder treatment, and all incidental items necessary to complete the work within the specified pay limits as specified by this note and as shown on the attached detail drawing.

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

Special Note for Expansion Joint Assembly

A. General

The work shall consist of fabricating, furnishing and installing a expansion joint assembly in accordance with the details shown on the plans and the requirements of the specifications.

B. Product

Provide a watertight expansion joint system that is capable of accommodating the structures movement. The expansion joint system shall consist of elastomeric molded neoprene panels that are reinforced with structural steel angles and imbedded wear plates. The system is cast into the structure by cast in place anchors. The elastomeric panels shall be designed to withstand traffic loads. Provide panel size that satisfies project requirements including movement and watertightness. Install all components utilizing manufacturer's recommended sealants for complete installation. The contractor shall use Watson Bowman or DS Brown Joint system capable of spanning the open joint and thermal expansions.

C. Component and Materials

The Contractor shall furnish a manufacturer's certification that the materials proposed have been pre-tested and will meet the requirements as set forth in the specification.

1. Elastomeric Molded Panels

The elastomeric molded panels shall be comprised of a formed steel shape suspended in an elastomeric material. The profile-riding surface shall have imbedded wear plates to ensure skid resistance and shall be capable of accommodating traffic loads. Each elastomeric molded panel shall be supplied with integrated bolt hole cavities and tongue and groove end connections.

The elastomer used to mold the panels shall be manufactured of a neoprene compound exhibiting the physical properties listed in the table below:

PHYSICAL PROPERTIES	TEST METHOD	REQUIREMENT
Hardness, Type A Durometer	ASTM D2240 modified	45 +/- 5 points
Tensile Elongation	ASTM D412	1800 psi, min
Elongation @ break	ASTM D412	400%, min
Compression Set, 22 hrs @ 158°F	ASTM D395 Method B	20%, max
Low Temperature @ -40°F	ASTM D746	not brittle
Ozone Resistance, 70 hrs @ 100°F, 20% strain, 100 pphm	ASTM D1149 Method B	No Cracks
Oil deterioration 70 hrs @ 212°F, After immersion in ASTM Oil #3	ASTM D471	120% max volume increase

2. Wear Plate

Wear plate material utilized for skid-resistant surface shall be from alloy 6061-T6 (ASTM B 221-73)

3. Steel Angle

The steel angles imbedded in the molded neoprene panels are formed from ASTM A-36 steel.

4. Bolt Cavity Sealant

Bolt hole cavities shall be filled using a two part 100% solids polyurethane joint filler. Contractor must ensure that the anchor blocks are dry from moisture prior to placement of material. An elastomeric concrete may be used in lieu of the polyurethane sealant.

5. Edge Void Sealant

Edge voids shall be filled with a one part polysulfide base synthetic rubber sealant conforming to Federal Specification TT-S-00230C Type II Non-Sag. Contractor shall ensure that the anchor blocks are dry from moisture prior to placement of material.

6. Bedding Compound

Apply edge void sealant as a bedding material to the blockout base prior to placement of the elastomeric gland. Material shall be a one part polysulfide base synthetic rubber sealant conforming to Federal Specification TT-S-00230C Type II Non-Sag.

7. Steel

All steel associated with the trough including steel plate, end-welded threaded studs, nuts, and washers shall be type 316 stainless steel. Anchor stud connectors shall conform to ASTM A108, Grade 1015. All steel shall be cleaned and painted in accordance with the specifications, except that the area in contact with the concrete and stainless steel shall not be painted.

8. Welding Specifications

Techniques and welding procedures shall comply with current joint specification ANSI/AASHTO/AWS D1.5 Bridge Welding Code.

9.

Anchors

Manufacturer shall submit with the shop plans a method of anchoring the elastomeric assemblies. Cast in place anchors are preferred, but in some cases there may not be enough clearance above the floorbeam to obtain the required embedment. If necessary, holes may be drilled through the top flange of the floorbeam for the anchor bolt. All anchors shall conform to ASTM A325.

D. Construction Requirements

The Contractor shall submit three copies of product information and shop drawings of the expansion joint assembly for review after the award of the contract to the following address:

Kentucky Transportation Cabinet
 Director, Division of Maintenance
 Third Floor East
 200 Mero Street
 Frankfort, KY 40622

After all corrections are made, 9 sets shall be submitted to the above address for distribution.

At the discretion of the Engineer, the manufacturer may be required to furnish a representative sample of material to be supplied in accordance with the project specifications.

The device shall be accurately set and securely supported at the correct grade and elevation and the correct joint opening as shown on the plans and on the shop drawings.

The manufacturer instructions for the proper installation of the joint system shall be entered on the shop drawings. Shop drawings, which lack manufacturer installation instruction, may be returned without approval.

A manufacturer’s representative must be on site during installation. All associated costs shall be incidental to the unit price bid for Expansion Joint Assembly. The manufacturer shall place a table in the shop drawings specifying all necessary construction dimensions adjusted for temperature. Dimensions shall be stated for temperature range of 0 to 120 degrees fehrenheit.

E. Payment

The accepted quantity of bridge deck joint sealing system will be paid for at the contract unit price per lineal foot. Measurement of the bridge deck joint sealing system will be measured along the centerline of the joint from plinth to plinth parallel the roadway surface. Include in the bid for Expansion Joint Assembly all costs (materials, equipment, labor, or construction operations not otherwise specified) associated with the following items: manufactured curb upturns and any extra Class “AA” concrete required to ensure the minimum required embedment of cast in place anchors. Payment will be made for completed and accepted quantities under the following:

<u>CODE</u>	<u>PAY ITEM</u>	<u>PAY UNIT</u>
03291	Expansion Joint Assembly	Linear Foot

SPECIAL NOTE FOR CONCRETE BRIDGE DECK SURFACE PREPARATION USING HYDRODEMOLITION

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

1.0 DESCRIPTION. Furnish the necessary labor, materials and equipment to remove bridge deck concrete using hydrodemolition equipment as preparation for bridge deck repairs or overlay. Remove asphalt and concrete overlays when applicable. Remove patches other than sound concrete and all loose and unsound concrete according to these specifications and in reasonably close conformity with the grades, thickness, or sections shown on the plans or as the Engineer directs. Provide shielding, water control, vacuuming, and removal of all concrete and debris, jack hammering in areas inaccessible to the hydrodemolition equipment and all other aspects of work necessary to prepare the deck for the placement of a new concrete overlay according to these specifications and to the satisfaction of the Engineer.

2.0 MATERIALS AND EQUIPMENT. The equipment used shall be subject to the approval of the Engineer and shall meet the following requirements:

2.1 Hydrodemolition Equipment. Use hydrodemolition equipment with a filtering and pumping unit operating with a self-propelled computerized robot utilizing high pressure water jets. Ensure the equipment is capable of removing concrete to the depth specified on the plans, or as the Engineer directs, and capable of removing rust and concrete particles from reinforcing steel.

2.2 Mechanical Scarifying Equipment. Use a power-operated mechanical scarifier capable of uniformly scarifying or removing the old concrete or asphalt wearing surface from the bridge deck to the depths required in the plans or as the Engineer directs. Ensure the equipment is self-propelled with sufficient power, traction and stability to maintain accurate depth of cut and slope; capable of accurately and automatically establishing profile grades along each edge of the machine by referencing the existing bridge deck by means of a ski or matching shoe, or from an independent grade control; and equipped with an integral loading means to remove the material being cut from the bridge deck and discharge the cuttings into a truck in a single operation.

2.3 Vacuum Cleanup Equipment. Use vacuum cleanup equipment, equipped with fugitive dust control devices, capable of washing the deck with pressurized water, dislodging all slurry, hydrodemolition and milling debris from the deck surface and removing it along with the water all in the same pass.

2.4 Hand-Held Blast Cleaning Equipment. Use either sand or water blasting equipment capable of exposing fine and coarse aggregates, thoroughly cleaning all exposed reinforcing steel, and removing any unsound concrete or laitance layers from the proposed concrete overlay surface. When sand blasting equipment is used, ensure the equipment has oil traps. When water blasting equipment is used, ensure the equipment is capable of delivering a minimum of 25 gpm at 10,000 psi.

2.5 Power-Driven Hand Tools. Use power-driven hand tools and jackhammers not exceeding the nominal 35 pound class. Use chipping hammers not exceeding the nominal 15 pound class. Use only hand chipping tools when removing concrete within one inch of reinforcing steel. When operating mechanically driven tools, do not exceed a maximum angle of 45 degrees from the bridge floor surface.

2.6 Water. Use potable water in the hydrodemolition operation.

3.0 CONSTRUCTION. Perform no operations without reasonable engineering controls that limit fugitive dust will be acceptable. Conform to all federal, state, regional and local government requirements regarding control of dust generated by blasting operations. Protect traffic under the bridge and adjacent to the work zone while removing bridge deck concrete.

3.1 Removal of Existing Asphalt and Concrete Overlays. When the bridge deck has an existing overlay, remove the overlay and any waterproofing material that was part of the deck. The Department will allow conventional scarifying equipment to remove the existing overlay and waterproofing material from the original bridge deck. Scarify to a depth of 1/4 inch below the original bridge deck surface. When chloride contamination or debonding is present at the top mat reinforcing steel interface or in the concrete below the top mat of reinforcing steel, remove additional depths of concrete as the Engineer directs. Inspect the existing deck for these conditions. Remove all concrete and waterproofing debris from the scarification operation prior to starting the hydrodemolition operations.

If the use of mechanical scarifying equipment results in the snagging of the top mat of steel reinforcement, stop, adjust the depth of removal, and repair or replace all damaged and dislodged reinforcing steel.

3.2 Scarification of Bridge Decks with No Existing Overlay. The Department will allow conventional scarifying equipment to remove an initial portion of the hydrodemolition depth. When conventional equipment is used, scarify a minimum of 1/4 inch and no deeper than the top mat of reinforcing steel. Remove all concrete debris from the scarification operation prior to starting the hydrodemolition operations.

If the use of mechanical scarifying equipment results in the snagging of the top mat of steel reinforcement, stop, adjust the depth of removal, and repair or replace all damaged and dislodged reinforcing steel.

3.3 Removal of Existing Concrete Overlay, Variable Thickness. When "Removal Debonded, Deteriorated Existing Variable Thickness Concrete Overlay" is specified in the plans, perform the following:

- 1) Remove the existing concrete overlay, clean the deck to allow sounding.
- 2) The Engineer shall sound and mark the areas of unbonded variable thickness existing concrete overlay for removal.
- 3) Remove by chipping all obviously loose, debonded and/or deteriorated concrete overlay (variable thickness). Remove in a manner that prevents cutting, elongating or damaging reinforcing steel. Replace any damaged reinforcing steel.

- 4) Remove all “islands” of existing overlay that will not allow the minimum uniform thickness of new concrete overlay to be placed. Existing modified concrete may be left in patch areas as the Engineer directs providing the existing concrete patch is sound.
- 5) When the Engineer approves the marked removal areas, Concrete Removal by Hydrodemolition may be performed.

3.4 Concrete Removal by Hydrodemolition. Provide a technical field representative on the project site during the calibration and the hydrodemolition surface preparation operation.

Perform hydrodemolition surface preparation over the entire top surface of the reinforced concrete bridge deck to provide a rough and bondable surface and to remove all unsound concrete during the initial hydrodemolition surface preparation pass. Unsound concrete is defined as existing bridge deck concrete that is deteriorated, spalled or determined by the Engineer to be unsound.

Keep the amount of steel exposed to a minimum. Providing the existing concrete is sound, the Department will waive the requirement to provide a minimum ¾-inch clearance around all reinforcing bars that are more than ½-inch diameter exposed.

Repair or replace damaged or dislodged reinforcing steel. Replacement includes the removal of any additional concrete required to position the new reinforcing steel at the correct height and to provide the required lap splice lengths.

Use jack-hammers in areas that are inaccessible to the self propelled robot or in patching areas that require additional handwork to remove the remaining unsound concrete.

Completely remove all construction debris, milling debris and dust from the bridge deck surface prior to the calibration and commencement of the hydrodemolition surface preparation operation.

Prior to starting the removal operation with hydrodemolition, calibrate the equipment on an area of sound concrete the Engineer designates. In the case of an existing overlay, perform calibration on the original deck concrete that is sound and not on any remaining concrete overlay material.

After calibration, move the equipment to a known unsound area to verify that all unsound concrete is removed by the established recorded settings. Calibration is required on each structure, each day that hydro-demolition is performed, and as required to achieve the results specified on the Plans. If settings need to be modified, notify the Engineer.

The Engineer shall verify the following settings:

- 1) Water pressure gauge (13,000 psi minimum)
- 2) Water usage (55 gallons per minute minimum)
- 3) Machine staging control (step)
- 4) Nozzle size
- 5) Nozzle speed (travel)

Verify the removal every 30 feet along the cutting path. Document the readings and, if necessary, recalibrate the equipment to ensure the specified depth of removal and the goal of removing all unsound concrete with hydrodemolition are achieved. Stop operations if sound concrete is being removed.

Block all deck edges, drains and expansion joints on the deck and install aggregate or straw dams every 150 feet, 6 inches high by one foot wide minimum, to strain run-off. The deck will serve as a settlement basin within itself. If further straining is necessary to produce visibly clear water prior to releasing it to the surrounding environment, construct a settlement basin outside or at the end of the structure is required.

Submit a plan for approval to the Engineer for control and filtering of all water discharged during operation.

Provide shielding, as necessary, to ensure containment of all dislodged concrete within the removal area in order to protect the traveling public from flying debris both on and under the work site.

3.5 Cleaning. Perform cleaning in a timely manner, before debris and water is allowed to dry on the deck surface. Clean the hydrodemolition debris and slurry with a vacuum system equipped with fugitive dust control devices and capability of removing wet debris and water all in the same pass. The vacuum equipment shall be capable of washing the deck with pressurized water during the vacuum operation to dislodge all debris and slurry from the deck surface.

3.6 Resounding. After the hydro-demolition operation has completed the removal and the deck is allowed to dry, resound the deck to ensure all unsound material has been removed. The Engineer will perform the final sounding of the deck. In no case shall the final sounding be made unless the deck is dry. Final sounding shall consist of as many successive resoundings as required to ensure that all deteriorated and fractured concrete has been removed. Perform additional removal with the hand held high-pressure wands (10,000 psi) or jack-hammers (35 pound maximum).

3.7 Full Depth Repair. Where the deck is sound for less than one half of its original depth, remove the concrete for a maximum of 5" in the limited areas as the Engineer directs. Clean the concrete faces and reinforcing steel. Use overlay material to fill the repair area. No payment will be made for the removal and the replacement material will be paid per the special notes.

3.8 Preparation Prior to Overlay Placement. Blast Clean all surfaces to which the overlay is to bond no more than 24 hours prior to placing the overlay. These surfaces include expansion joints, scuppers exposed reinforcing and structural steel, the work face of a previously placed overlay, and the faces of curbs and barriers up to a height of at least one inch above the proposed overlay surface. Clean exposed reinforcing and structural steel to remove all loose and built-up rust, asphalt residue, and all other contaminants detrimental to achieving an adequate bond. Areas of steel where the original hydrodemolition was applied should normally be adequately cleaned, but inspect to assure cleanliness requirements are met. Suitable blast cleaning methods may include high pressure water blasting (10,000 psi minimum), water blasting (less than 10,000 psi) with abrasives in the water, abrasive blasting with containment, or vacuum abrasive blasting. Ensure the concrete surfaces are free of spalls, laitance, and all contaminants detrimental to achieving an adequate bond.

Clean bridge scuppers of all foreign matter and plug prior to placing the overlay. Following overlay placement, unplug the scuppers to permit free drainage of water from the deck surface.

Do not allow vehicles other than approved construction equipment on those sections of the deck where hydrodemolition has begun. Prevent contamination of the deck by construction equipment or from any other source.

3.9 Bridge Overlay Approach Pavement. The Contractor shall construct a new asphalt surface for all approaches to each structure in this project. See the “SPEACIAL NOTE FOR PLACING BRIDGE OVERLAY APPROACH PAVEMENT”

4.0 MEASUREMENT.

4.1 Existing Asphalt and or Concrete Overlay Removal. The Department will measure the actual quantity of the existing asphalt and or concrete wearing course and waterproofing material removed in square yards. The Department will consider repair of damaged or dislodged reinforcing steel incidental to this bid item.

4.2 Hydrodemolition. The Department will measure the actual quantity of the deck area prepared for overlay in square yards. The Department will not measure for payment the surface preparation, hydrodemolition, 1/4-inch scarification of the existing concrete deck, jack hammering in areas inaccessible to the hydrodemolition equipment, repair of damaged or dislodged reinforcing steel, removal of the surface preparation debris, cleaning, labor, materials, and equipment required to complete this work and will consider them incidental to this item of work.

5.0 PAYMENT. Payment for completed and accepted quantities as measured above will be made at the contract price for:

<u>Item</u>	<u>Description</u>	<u>Unit</u>
8550	Hydrodemolition	Square Yard
8510	Rem Epoxy Bit Foreign Overlay	Square Yard

SPECIAL NOTE FOR BRIDGE RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS

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

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

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

II. MATERIALS.

- A. Latex Concrete.** See Section 606.03.17.
- B. Class "M" Concrete.** Use either "M1" or "M2". See Section 601.
- C. Bituminous Asphalt.** Use CL2 ASPH SURF 0.38D PG64-22.
- D. Epoxy-Sand Slurry.** See Section 606.03.10.

III. CONSTRUCTION.

- A. Remove Existing Overlay.** In addition to Section 606.03.03, totally remove the existing concrete overlay by milling. See Special Note for Use of Hydrodemolition Method. Remove existing overlay before setting joints.
- B. Partial Depth Slab Repair.** Remove areas determined to be unsound by the Engineer via hydrodemolition or via hand held jackhammers weighing less than 45lbs in accordance with Section 606.02.10 D. Repair/Replace all damaged or severely corroded reinforcing bars prior to partial depth repair operation. The Department will not measure material removal and will consider this work incidental to the bid item "PARTIAL DEPTH PATCHING".
- C. Asphalt Approach Pavement.** Mill each existing asphalt approach for a distance of 25' from the bridge end. Remove the bituminous material uniformly by making an edge key, so as to provide a smooth transition to the finished bridge when a new bituminous overlay of compacted depth of approximately 1½" is added to the approaches. The grinding depth may vary depending of the condition of the existing approach and final elevation of bridge end. Dispose of all removed material away from the site.
- D. Surface Texturing.** Texture the concrete surface of the overlay in accordance with Section 609.03.10.

IV. MEASUREMENT. See Section 606 and the following:

- A. Latex Modified Concrete.** The Department will measure the quantity in cubic yards using the theoretical volume as follows for each bridge:

027B000029N (942'x24'x1.5'X(1.15) ≈ 121 cuyd

***1.15 is factor for shrinkage and waste**

- B. Latex Modified Concrete for Partial Depth Patching and variable thickness of Overlay.** The Department will measure the quantity in cubic yards by deducting the theoretical volume of bridge deck overlay (LMC) from the total volume (as indicated by the batch quantity tickets) of Concrete required to obtain the finished grade shown on the Plans or established by the Engineer.
- C. Remove Existing Overlay.** The Department will measure the removal of the existing overlay in square yards, which shall include all labor, equipment, and material needed to complete this work.
- D. Steel Reinforcement.** The Department will measure any reinforcing steel necessary for the partial or full depth patch in pounds, which shall include all labor, equipment, and material needed to complete this work.
- E. Asphalt Approach Pavement.** The Department will measure the quantity in square yards, which shall include all labor, equipment, and material needed to complete this work.

V. PAYMENT. See Section 606 and the following:

- A. Latex Modified Concrete.** The Department will make payment for the Latex Modified Concrete under bid item #08534 "CONCRETE OVERLAY – LATEX" for the theoretical quantity.
- B. Latex Modified Concrete for Partial Depth Patching and variable thickness of Overlay.** The Department will make payment for the Partial Depth Patching under bid item #24094EC "PARTIAL DEPTH PATCHING". Payment will be for the quantity per cubic yard complete in place.
- C. Remove Existing Overlay.** The Department will make payment for the removal of the existing overlay under the bid item #08510 "REM EPOXY BIT FOREIGN OVERLAY". Payment will be for the square yard complete.
- D. Steel Reinforcement.** The Department will make payment for steel reinforcement, if necessary, under bid item #08150 "STEEL REINFORCEMENT". Payment will be at the unit price per pound.
- E. Asphalt Approach Pavement.** The Department will make payment for the completed and accepted quantity of this work under the bid item #03304 "BRIDGE OVERLAY APPROACH PAVEMENT".

**SPECIAL NOTE FOR CONTRACT COMPLETION DATE AND
LIQUIDATED DAMAGES ON BRIDGE REPAIR CONTRACTS**

I. COMPLETION DATE

The Contractor has the option of selecting the starting date for this Contract. Once selected, notify the department in writing of the date selected at least two weeks prior to beginning work. All work is to be completed not later than November 15, 2012. An allotted number of working days are assigned to each structure in this contract as shown below.

<u>STRUCTURE</u>	<u>NUMBER OF WORKING DAYS</u>
MP 029 0090 B00027	60

Contrary to Section 108.07.03, the Engineer will begin charging working days for a structure on the day the Contractor starts work or sets up traffic control on that particular structure.

II. LIQUIDATED DAMAGES

Liquidated damages will be assessed to the Contractor in accordance with the Transportation Cabinet, Department of Highway’s current edition of Standard Specifications for Road and Bridge Construction, Section 108.09, when either the allotted number of working days or the November 15, 2012 date is exceeded.

Contrary to the Standard Specifications, liquidated damages will be assessed to the Contractor during the months of December, January, February, and March when the contract time has expired on any individual bridge or bridges. Contract time will be charged during these months.

All construction must be completed in accordance with the weather limitations specified in Section 606 and/or Section 601 as applicable. No extension of Contract time will be granted due to inclement weather or temperature limitations that occur due to starting work on the Contract or a structure late in the construction season.

SPECIAL PROVISION FOR WASTE AND BORROW SITES

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

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

SPECIAL NOTE FOR TRAFFIC CONTROL ON BRIDGE REPAIR CONTRACTS

I. TRAFFIC CONTROL GENERAL

Except as provided herein, traffic shall be maintained in accordance with the current Standard Specifications, Section 112. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic".

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

II. TRAFFIC COORDINATOR

Furnish a Traffic Coordinator as per Section 112. The Traffic Coordinator shall inspect the project maintenance of traffic, at least three times daily, or as directed by the Engineer, during the Contractor's operations and at any time a lane closure is in place. The personnel shall have access on the project to a radio or telephone to be used in case of emergencies or accidents.

The Traffic Coordinator shall report all incidents throughout the work zone to the Engineer on the project. The Contractor shall furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

III. SIGNS

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

IV. TEMPORARY PAVEMENT STRIPING

Skip lines and/or solid lines through the length of the tapers for lane closures and other striping as directed by the Engineer shall be temporarily covered with 6" black removable tape. Permanent removal of all other pavement striping for traffic control shall be considered incidental to Maintain and Control Traffic in accordance with Section 112.04.15. Temporary pavement striping shall be paid only once per course in accordance with Section 112.04.08. The Contractor shall replace any temporary striping that becomes damaged or fails to adhere to the pavement before dark on the day of the notification. Liquidated damages shall be assessed to the Contractor at a rate of \$500 per day for failing to replace temporary striping within this time limit.

V. PROTECTION OF WATERWAY UNDERNEATH

No material should be allowed to drop into the waterway below.

VI. PROJECT PHASING & CONSTRUCTION PROCEDURES

Maintain one lane of traffic during Phase I and Phase II construction in accordance with Standard Drawing No. TTC-110 for lane closures. Minimum clear lane width required is 10'-0", see the attached drawing.

VII. VARIABLE MESSAGE SIGNS

If deemed necessary by the Engineer, any additional variable message signs will be installed, operated, and maintained by the Department.

VIII. TEMPORARY SIGNAL

The Contractor must provide a 24-hour contact person and number available to maintain the temporary signals as needed.

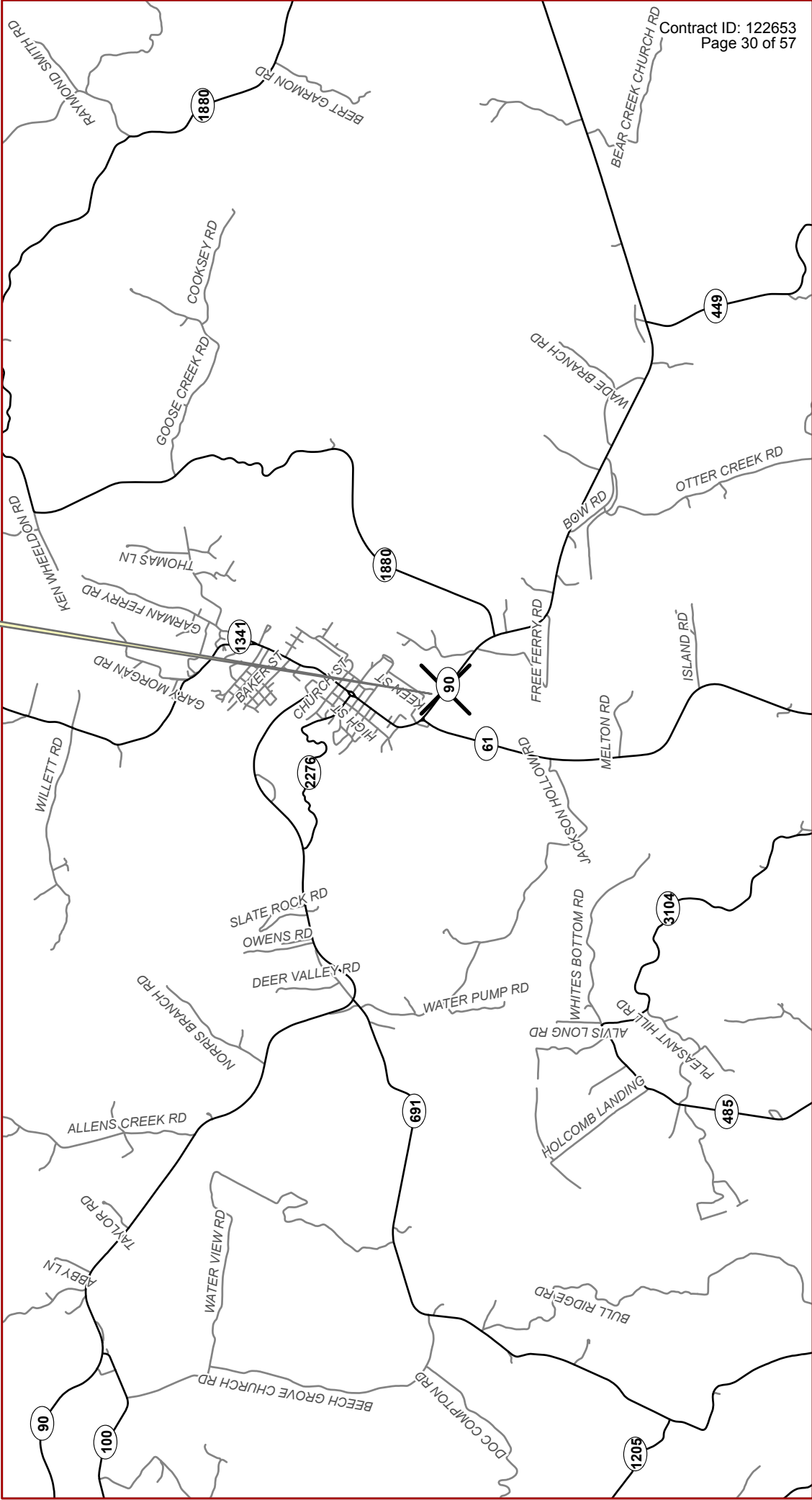
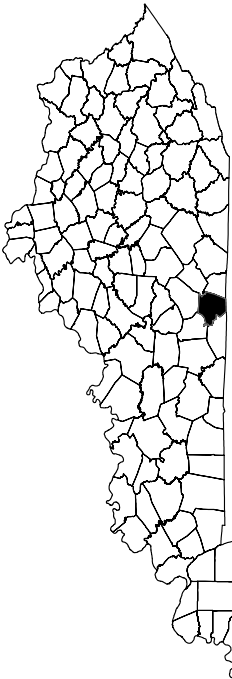
IX. WIDE LOAD DETOUR

A detour for wide load vehicular traffic must be installed according to the engineer. This detour route signage must be in place any time the clear width is reduced under 12'-0". The signage must not be in place (or visible) more than 24 hours prior to beginning of the restricted lane width, or more than 24 hours following the ending of the restricted lane width. Detour signage must be installed through post mounting and will be measured for payment the first time it is installed.

CUMBERLAND COUNTY

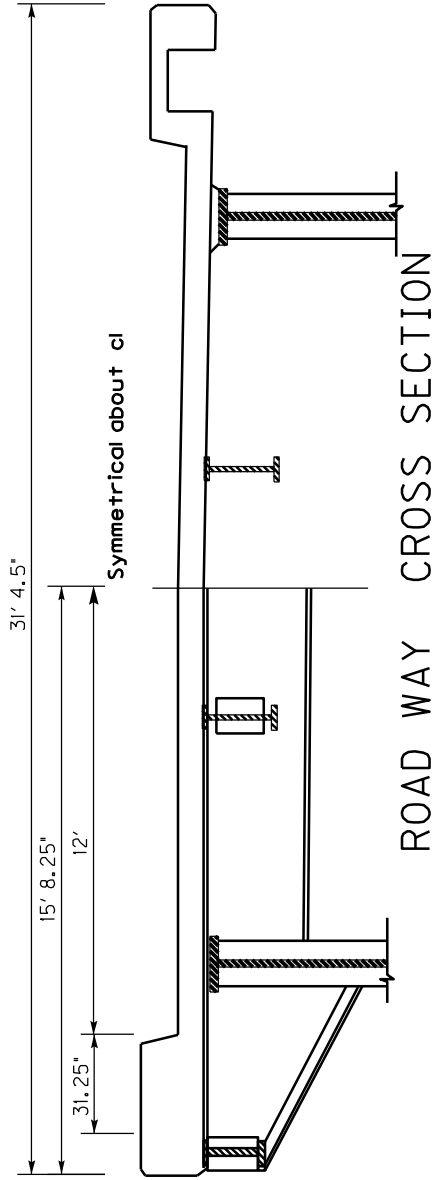
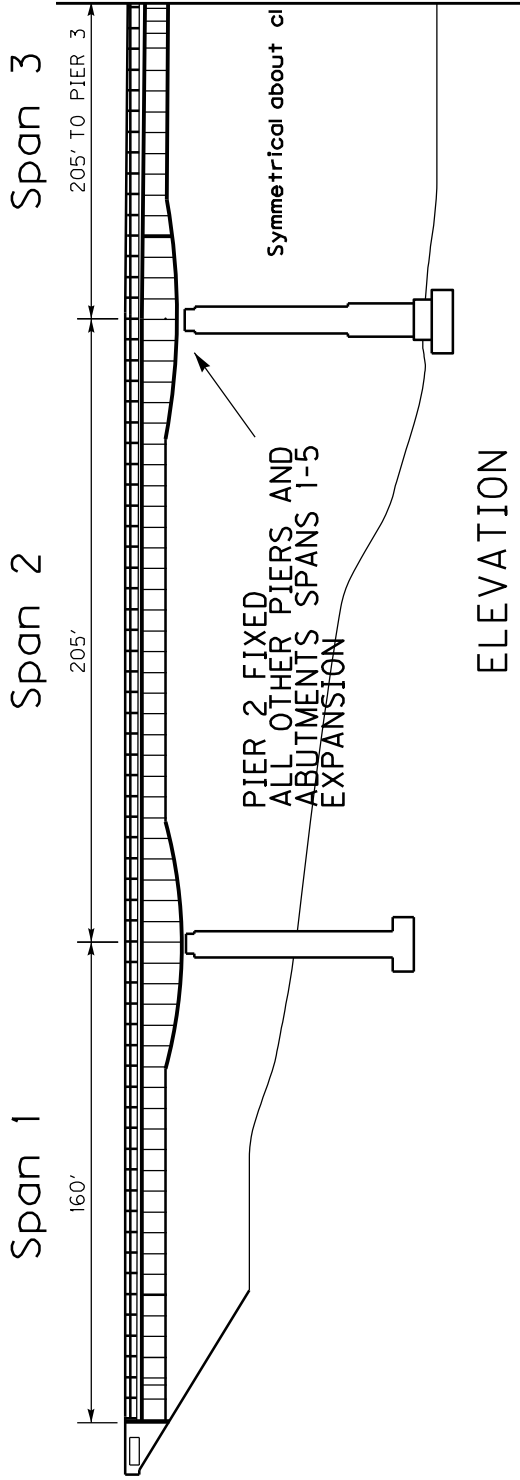
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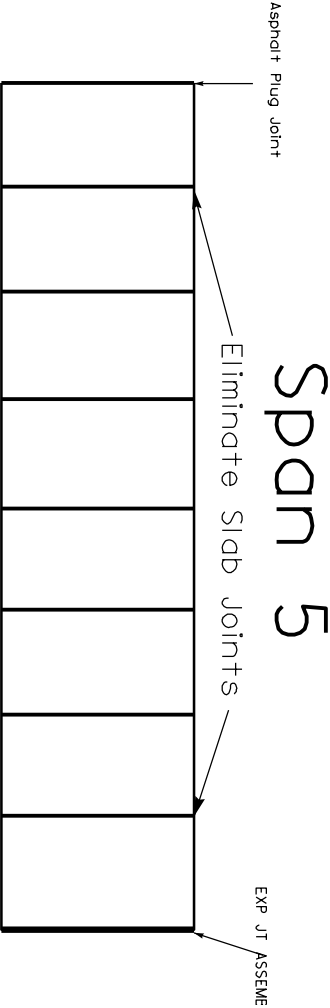
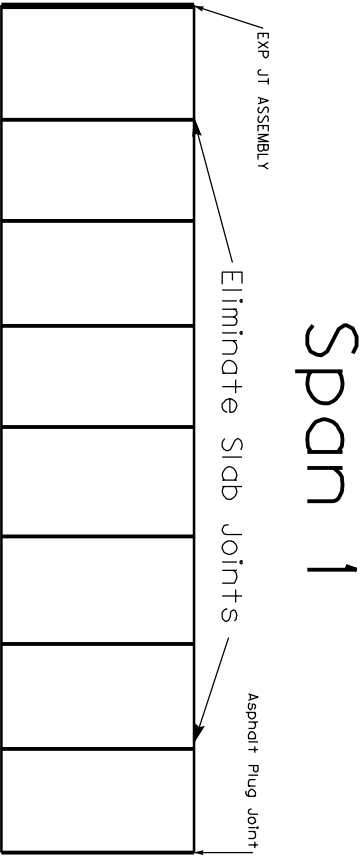
KY 90 Over Cumberland River



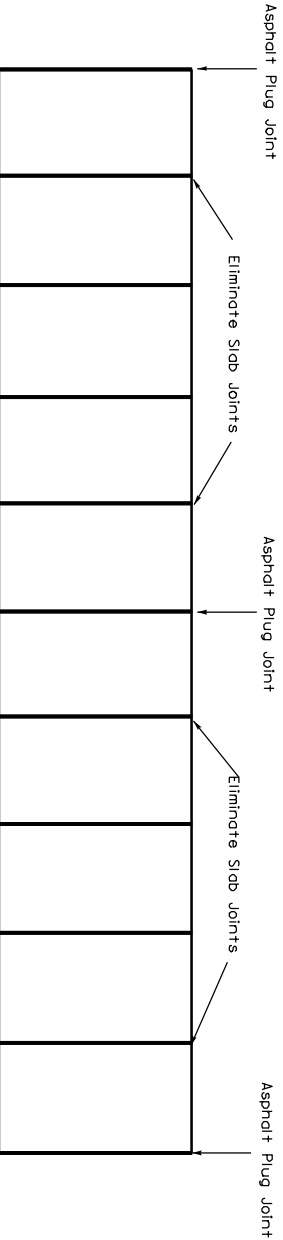
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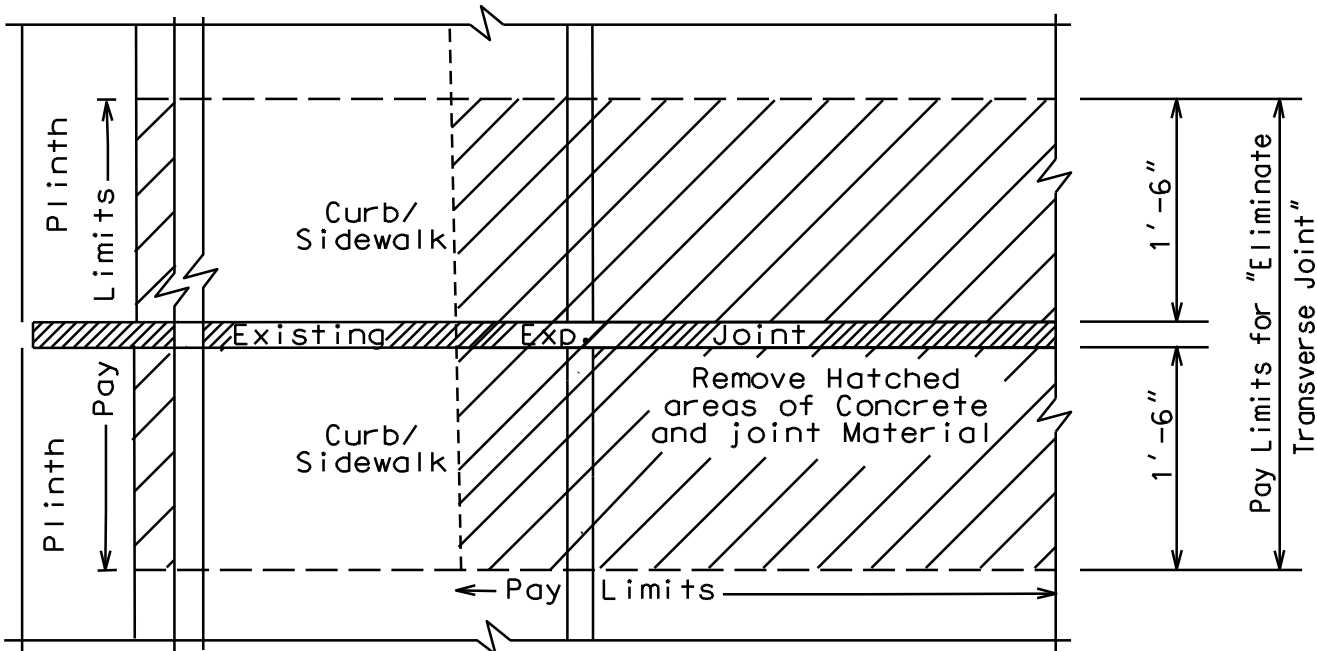
Spans 2, 3 and 4



FE02 29-0090-B00027N

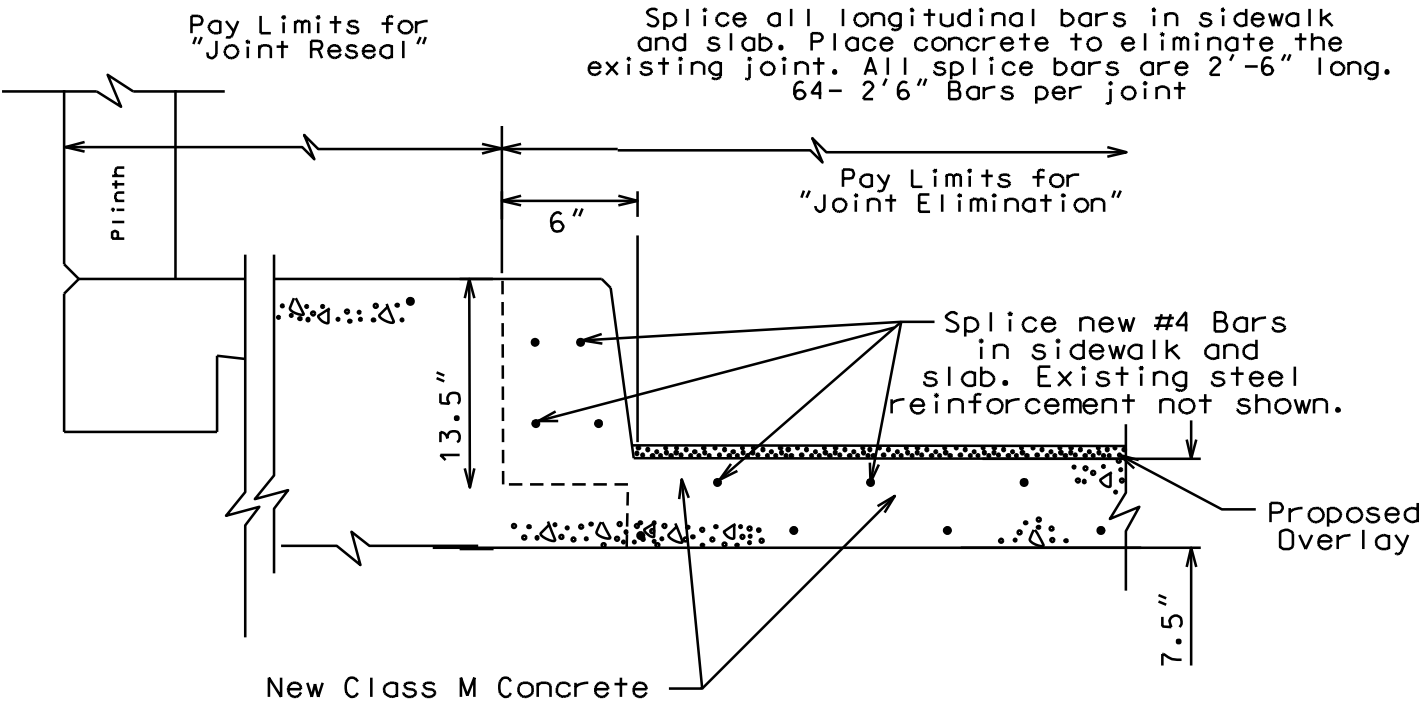
Not to Scale

ELIMINATE TRANSVERSE
JOINT - CURB SECTION



NOTE: Do Not Disturb existing Steel Reinforcement.

EXISTING PLAN VIEW @ CURB

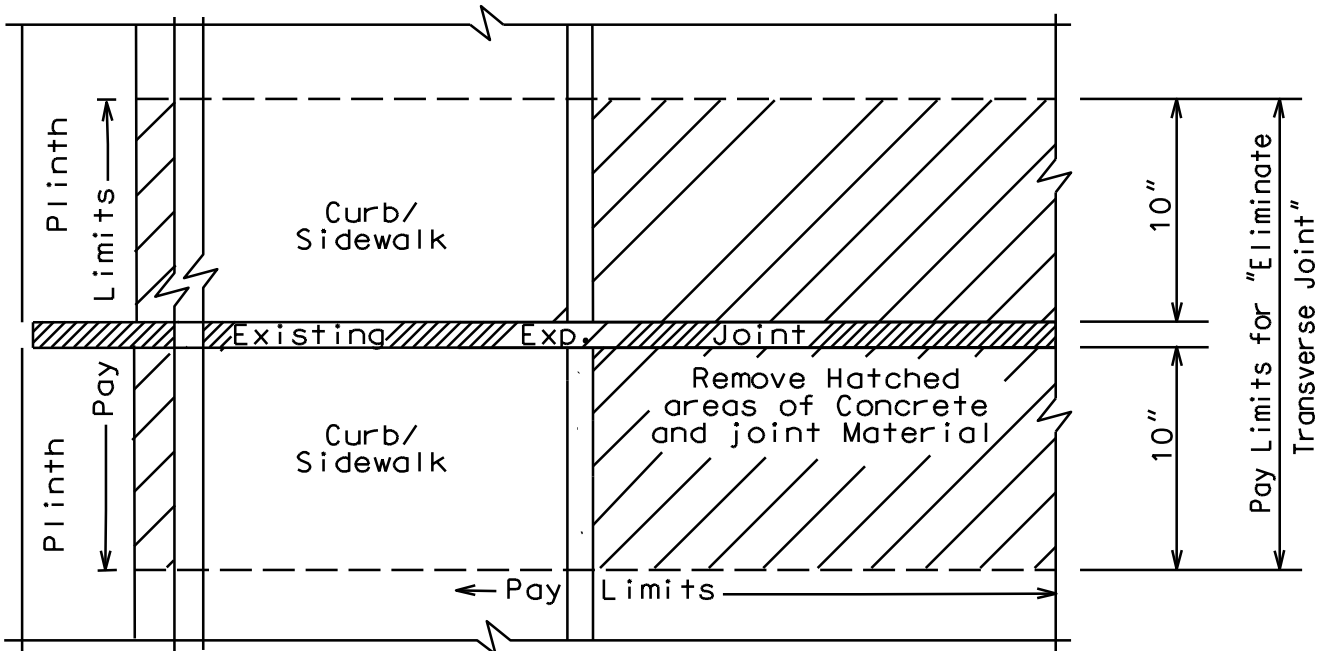


PROPOSED SECTION @ CURB

FE02 29-0090-B00027N

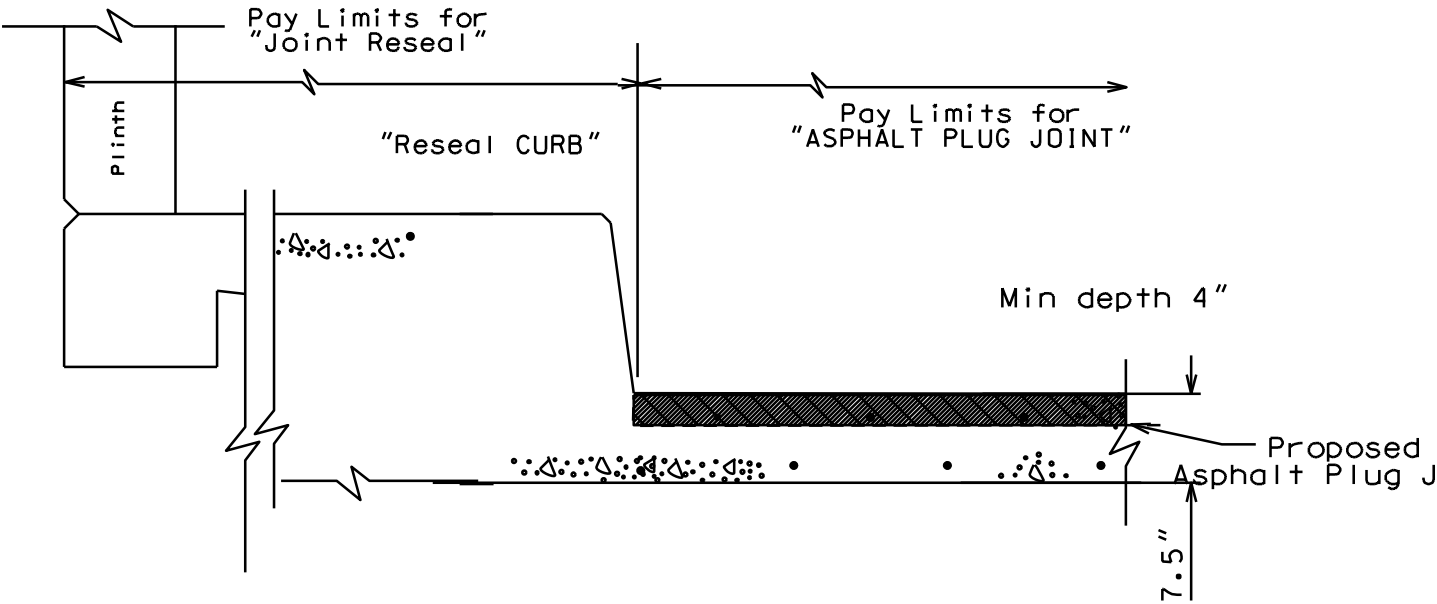
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Asphalt Plug Joint
JOINT - CURB SECTION

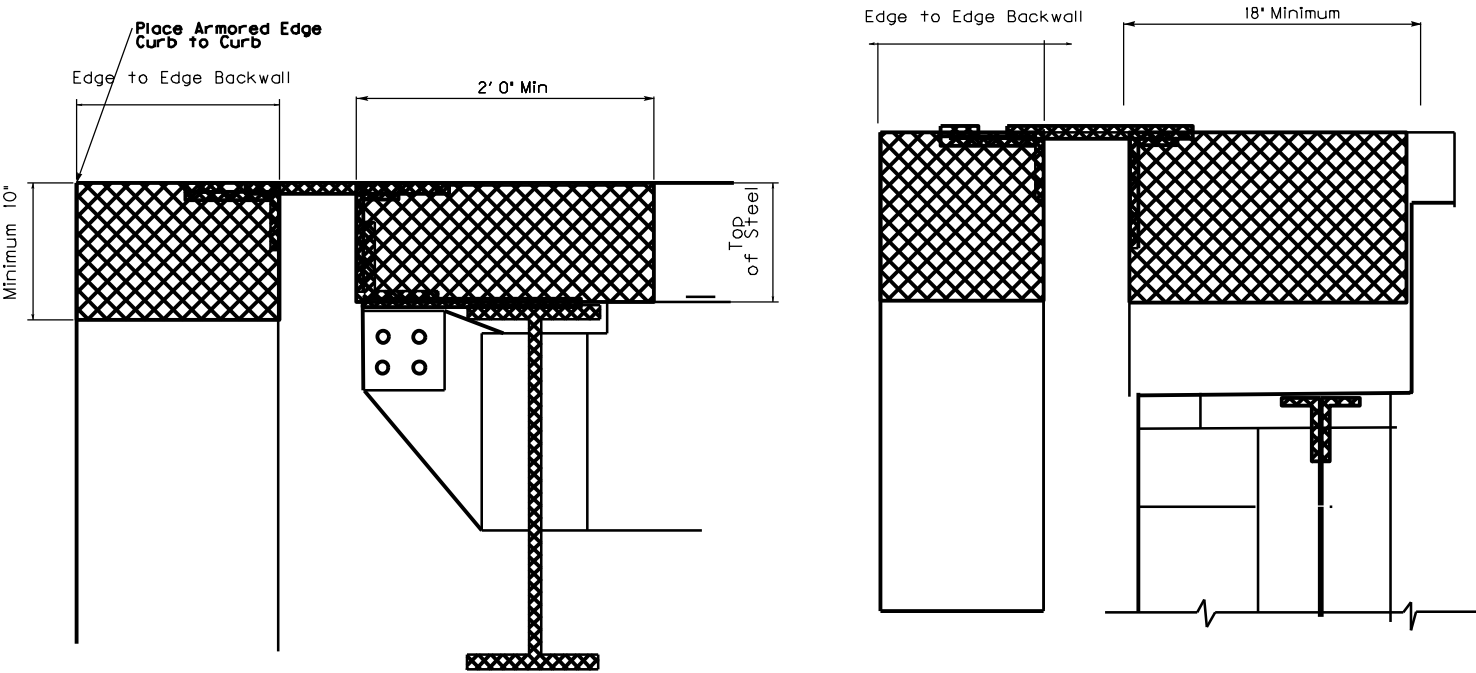
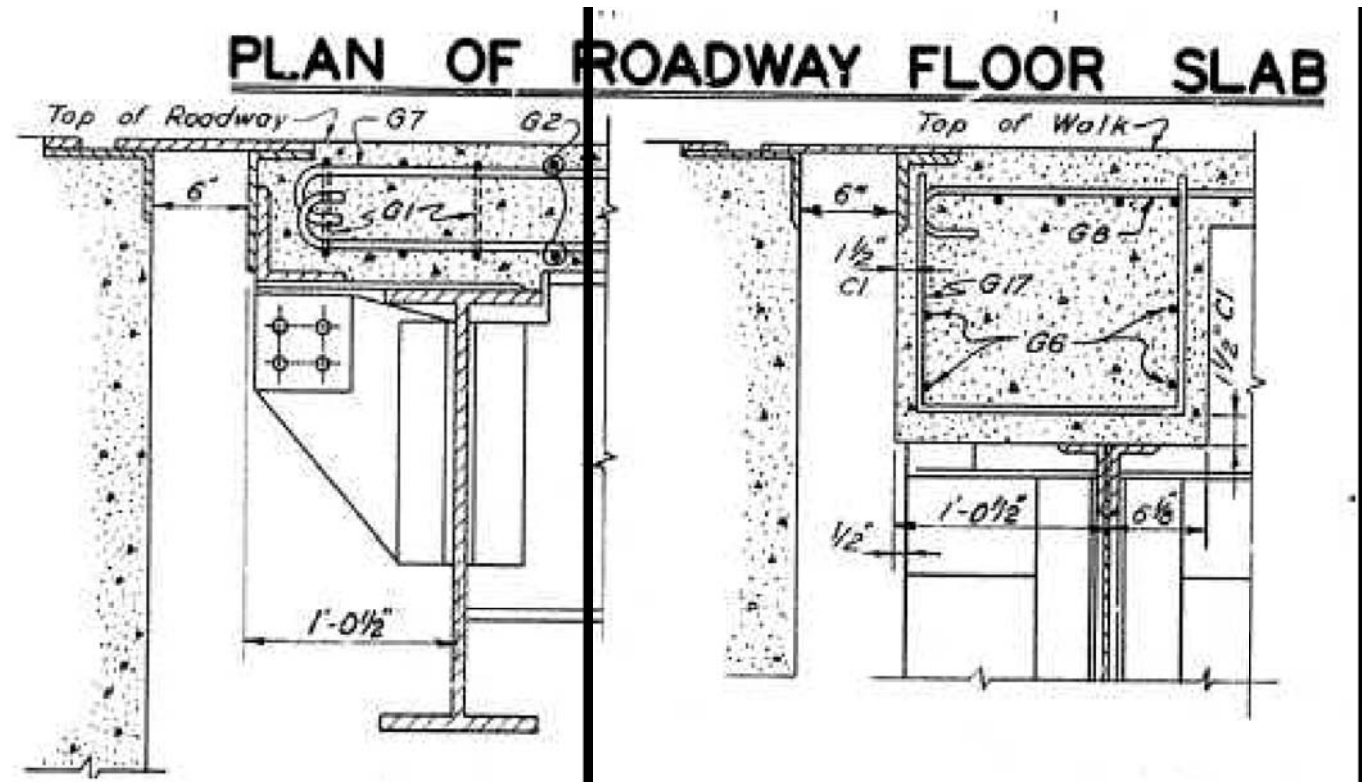


NOTE: Do Not Disturb existing Steel Reinforcement.

EXISTING PLAN VIEW @ CURB



PROPOSED SECTION @ CURB



Remove Backwall Minimum of 10" depth
Any additional removal to solid concrete
incidental to Joint Replacement
Place Armored Edge on Backwall

Not to Scale
See Special Notes

PART II

SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

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

**Supplemental Specifications to the Standard Specifications for Road and
Bridge Construction, 2012 Edition**

(Effective with the August 17, 2012 Letting)

Subsection:	402.03.02 Contractor Quality Control and Department Acceptance.
Part:	D) Testing Responsibilities.
Number:	4) Density.
Revision:	Replace the second sentence of the Option A paragraph with the following: Perform coring by the end of the following work day.
Subsection:	606.03.17 Special Requirements for Latex Concrete Overlays.
Part:	A) Existing Bridges and New Structures.
Number:	1) Prewetting and Grout-Bond Coat.
Revision:	Add the following sentence to the last paragraph: Do not apply a grout-bond coat on bridge decks prepared by hydrodemolition.
Subsection:	609.03 Construction.
Revision:	Replace Subsection 609.03.01 with the following: 609.03.01 A) Swinging the Spans. Before placing concrete slabs on steel spans or precast concrete release the temporary erection supports under the bridge and swing the span free on its supports. 609.03.01 B) Lift Loops. Cut all lift loops flush with the top of the precast beam once the beam is placed in the final location and prior to placing steel reinforcement. At locations where lift loops are cut, paint the top of the beam with galvanized or epoxy paint.

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

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

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

I. APPLICATION

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

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

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

II. NONDISCRIMINATION OF EMPLOYEES

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

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

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

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

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual

because of his race, color, religion, national origin, sex, disability or age (between forty and seventy), in admission to, or employment in any program established to provide apprenticeship or other training.

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

III. PAYMENT OF PREDETERMINED MINIMUM WAGES

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

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

IV. STATEMENTS AND PAYROLLS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

11. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any laborer or mechanic in any work-week in which he is employed on such work, to work in excess of eight hours in any calendar day or in excess of forty hours in such work-week unless such laborer or mechanic receives compensation at a rate not less than one and one half times his basic rate of pay for all hours worked in excess of eight hours in any calendar day or in excess of forty hours in such work-week. A laborer, workman or mechanic and an employer may enter into a written agreement or a collective bargaining agreement to work more than eight (8) hours a calendar day but not more than ten (10) hours a calendar day for the straight time hourly rate. This agreement shall be in writing and shall be executed prior to the employee working in excess of eight (8) hours, but not more than ten (10) hours, in any one (1) calendar day.

12. Payments to the contractor may be suspended or withheld due to failure of the contractor to pay any laborer or

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

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

Revised 2-16-95

EXECUTIVE BRANCH CODE OF ETHICS

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

KRS 11A.040 (6) provides:

No present or former public servant shall, within six (6) months of following termination of his office or employment, accept employment, compensation or other economic benefit from any person or business that contracts or does business with the state in matters in which he was directly involved during his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved in state government. This subsection shall not prohibit the performance of ministerial functions, including, but not limited to, filing tax returns, filing applications for permits or licenses, or filing incorporation papers.

KRS 11A.040 (8) states:

A former public servant shall not represent a person in a matter before a state agency in which the former public servant was directly involved, for a period of one (1) year after the latter of:

- a) The date of leaving office or termination of employment; or
- b) The date the term of office expires to which the public servant was elected.

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

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

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

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

Kentucky Equal Employment Opportunity Act of 1978

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

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

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

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

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

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

Determination No. CR-11-II-HWY

Project No.
Highway

Date of Determination: August 4, 2011

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

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

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

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

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


Michael Donta, Deputy Commissioner
Department of Workplace Standards

CLASSIFICATIONS**RATE AND FRINGE BENEFITS****BOILERMAKERS:**

BASE RATE	\$24.65
FRINGE BENEFIT	12.94

BRICKLAYERS:

Bricklayers:

BASE RATE	\$22.90
FRINGE BENEFITS	8.50

Stone Mason:

BASE RATE	\$21.50
FRINGE BENEFITS	8.50

CARPENTERS:

Carpenters:

BASE RATE	\$22.40
FRINGE BENEFITS	8.75

Piledrivers:

BASE RATE	\$22.05
FRINGE BENEFITS	8.75

CEMENT MASONS:

BASE RATE	\$21.25
FRINGE BENEFITS	8.50

ELECTRICIANS:

*BASE RATE	\$29.36
FRINGE BENEFITS	10.55

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

LINEMAN:

*BASE RATE	\$30.09
FRINGE BENEFITS	10.94

EQUIPMENT OPERATOR:

*BASE RATE	\$26.90
FRINGE BENEFITS	10.31

GROUNDSMAN:

*BASE RATE	\$17.79
FRINGE BENEFITS	8.51

IRONWORKERS:

BASE RATE	\$ 25.77
FRINGE BENEFITS	18.54

CLASSIFICATIONS

RATE AND FRINGE BENEFITS

LABORERS:

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

CLASSIFICATIONS**RATE AND FRINGE BENEFITS****OPERATING ENGINEERS:****Group A:**

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

BASE RATE	\$23.80
FRINGE BENEFITS	8.75

Group B:

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

BASE RATE	\$21.55
FRINGE BENEFITS	8.75

Group B2:

Greaser on grease facilities servicing heavy equipment:

BASE RATE	\$21.90
FRINGE BENEFITS	8.75

Group C:

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

BASE RATE	\$21.31
FRINGE BENEFITS	8.75

PAINTERS:

All Excluding Bridges:

BASE RATE	\$19.92
FRINGE BENEFITS	9.57

Bridges:

BASE RATE	\$23.92
FRINGE BENEFITS	10.07

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

ERRATUM

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

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

Determination Number: CR-II-II-HWY

DELETE:

Ironworkers	BASE RATE	\$25.77
	FRINGE BENEFIT	18.54

INSERT:

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

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



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

This 8th day of November, 2011.

ERRATUM

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

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

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DELETE:

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

INSERT:

Ironworkers	BASE RATE	\$25.77
	FRINGE BENEFIT	18.54


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

This 4TH day of May, 2012.

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

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

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

These rates are listed pursuant to the Kentucky Determination No. CR-11-II HWY dated August 04, 2011, erratum dated November 8, 2011, and erratum dated May 4, 2012. Apprentices or trainees shall be permitted to work as such subject to Administrative Regulations adopted by the Commissioner of Workplace Standards. Copies of these regulations will be furnished upon request from any interested person.

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

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

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

TO: EMPLOYERS/EMPLOYEES

PREVAILING WAGE SCHEDULE:

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

OVERTIME:

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

Wage violations or questions should be directed to the designated Engineer or to the undersigned.

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

PART IV

INSURANCE

INSURANCE

The Contractor shall procure and maintain the following insurance in addition to the insurance required by law:

- 1) Commercial General Liability-Occurrence form – not less than \$2,000,000 General aggregate, \$2,000,000 Products & Completed Aggregate, \$1,000,000 Personal & Advertising, \$1,000,000 each occurrence.
- 2) Automobile Liability- \$1,000,000 per accident
- 3) Employers Liability:
 - a) \$100,000 Each Accident Bodily Injury
 - b) \$500,000 Policy limit Bodily Injury by Disease
 - c) \$100,000 Each Employee Bodily Injury by Disease
- 4) The insurance required above must be evidenced by a Certificate of Insurance and this Certificate of Insurance must contain one of the following statements:
 - a) "policy contains no deductible clauses."
 - b) "policy contains _____ (amount) deductible property damage clause but company will pay claim and collect the deductible from the insured."
- 5) KENTUCKY WORKMEN'S COMPENSATION INSURANCE. The contractor shall furnish evidence of coverage of all his employees or give evidence of self-insurance by submitting a copy of a certificate issued by the Workmen's Compensation Board.

The cost of insurance is incidental to all contract items. All subcontractors must meet the same minimum insurance requirements.

PART V

BID ITEMS

CONTRACT ID: 122653
COUNTY: CUMBERLAND
PROPOSAL: FE02 029 0090 B00027N

PAGE: 1
LETTING: 08/17/12
CALL NO: 320

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
SECTION 0001 BRIDGE					
0010	02014	BARRICADE-TYPE III	4.000 EACH		
0020	02562	SIGNS	350.000 SQFT		
0030	02650	MAINTAIN & CONTROL TRAFFIC	(1.00) LS		
0040	02653	LANE CLOSURE	2.000 EACH		
0050	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.000 EACH		
0060	03291	EXPAN JOINT ASSEMBLY	58.000 LF		
0070	03299	ARMORED EDGE FOR CONCRETE	48.000 LF		
0080	03300	ELIMINATE TRANSVERSE JOINT	950.000 LF		
0090	03304	BRIDGE OVERLAY APPROACH PAVEMENT	140.000 SQYD		
0100	04933	TEMP SIGNAL 2 PHASE	1.000 EACH		
0110	06514	PAVE STRIPING-PERM PAINT-4 IN APPROACHES	800.000 LF		
0120	06550	PAVE STRIPING-TEMP REM TAPE-W 4"	2,500.000 LF		
0130	06551	PAVE STRIPING-TEMP REM TAPE-Y 4"	600.000 LF		
0140	06554	PAVE STRIPING-DUR TY 1-4 IN W	1,900.000 LF		
0150	06555	PAVE STRIPING-DUR TY 1-4 IN Y	1,900.000 LF		
0160	08151	STEEL REINFORCEMENT-EPOXY COATED	9,138.240 LB		
0170	08504	EPOXY SAND SLURRY	942.000 SQYD		
0180	08510	REM EPOXY BIT FOREIGN OVERLAY	3,512.000 SQYD		
0190	08526	CONC CLASS M FULL DEPTH PATCH	12.000 CUYD		
0200	08534	CONCRETE OVERLAY-LATEX	121.000 CUYD		

CUMBERLAND COUNTY
FE02 029 0090 B00027N

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
FRANKFORT, KY 40622

CONTRACT ID: 122653
COUNTY: CUMBERLAND
PROPOSAL: FE02 029 0090 B00027N

PAGE: 2
LETTING: 08/17/12
CALL NO: 320

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
0210	08540	JOINT SEALING	266.000 LF		
0220	08549	BLAST CLEANING	3,454.000 SQYD		
0230	24094EC	PARTIAL DEPTH PATCHING	60.000 CUYD		
0240	24105EC	ASPHALT PLUG JOINT	168.000 LF		
SECTION 0002 DEMOBILIZATION					
0250	02569	DEMOBILIZATION (AT LEAST 1.5%)	LUMP		
		TOTAL BID			