CALL NO. 331

CONTRACT ID. 221362

PIKE COUNTY

FED/STATE PROJECT NUMBER FD04 098 0119 001-003

DESCRIPTION US 119

WORK TYPE GRADE & DRAIN WITH ASPHALT SURFACE

PRIMARY COMPLETION DATE 8/4/2023

LETTING DATE: December 08,2022

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN STANDARD TIME December 08,2022. Bids will be publicly announced at 10:00 AM EASTERN STANDARD TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

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

TABLE OF CONTENTS

PART I

SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 12

CONTRACT ID - 221362

FD04 098 0119 001-003

COUNTY - PIKE

PCN - DE09801192229
FD04 098 0119 001-003

US-119 (MP 1.97) CONSTRUCT INTERIOR ACCELERATION LANE BEGINNING AT THE SOUTH SIDE OF US 119 AND PIKE CENTRAL HIGH SCHOOL ENTRANCE AND EXTEND NORTH TOWARD KY 1429 (MP 2.5), A DISTANCE OF 0.53 MILES.GRADE & DRAIN WITH ASPHALT SURFACE SYP NO. 12-09016.00.

GEOGRAPHIC COORDINATES LATITUDE 37:30:45.00 LONGITUDE 82:29:59.00

ADT 11,094

COMPLETION DATE(S):

COMPLETED BY 08/04/2023 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.

BUILD AMERICA, BUY AMERICA ACT (BABA)

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58, includes the Build America, Buy America Act ("the Act"). Pub. L. No. 117-58, §§70901-52. The Act strengthens the Buy America preference to include "construction materials." The current temporary waiver for **"construction materials"** will expire on November 10, 2022.

The Act will apply to construction materials as outlined in the guidance issued in OMB M-22-11.

Construction Materials – Includes an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives – that is or consists primarily of:

- Non-ferrous metals
- Plastic/polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables);
- Glass (including optic glass);
- Lumber; or
- Drywall.

Construction Materials only applies to items, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project.

Construction Materials does not apply to tools, equipment or supplies brought to the jobsite and removed before completion.

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

NATIONAL HIGHWAY

Be advised this project is on the NATIONAL HIGHWAY SYSTEM.

ASPHALT MIXTURE

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

DGA BASE

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

DGA BASE FOR SHOULDERS

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

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

INCIDENTAL SURFACING

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

OPTION A

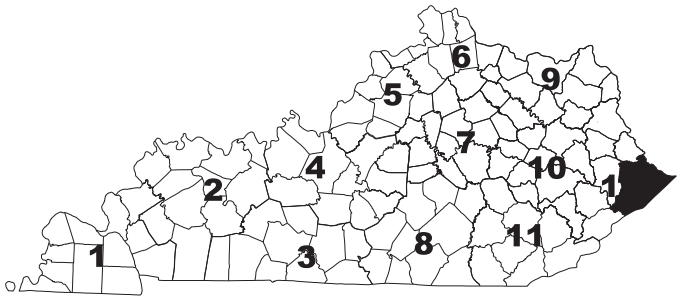
Be advised that the Department will accept compaction of asphalt mixtures furnished for driving lanes and ramps, at 1 inch (25mm) or greater, on this project according to OPTION A in accordance with Section 402 and Section 403 of the current Standard Specifications. The Department will require joint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

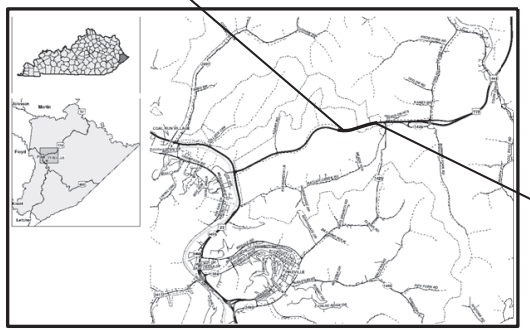
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

KENTUCKY TRANSPORTATION CABINET

PLANS OF PROPOSED PROJECT
Pike County

CONSTRUCTION OF INTERIOR ACCELERATION LANE





LAYOUT MAP

0' 1 MILE 2 MILES 4 MILES

FOR INFORMATION ONLY

DESIGN CRITERIA

CLASS OF HIGHWAY	RURAL ARTERIAL
TYPE OF TERRAIN	MOUNTAINOUS
DESIGN SPEED	60 MPH
REQUIRED NPSD	N/A
REQUIRED PSD	N/A
LEVEL OF SERVICE	N/A
ADT PRESENT (2020)	11094
ADT FUTURE (N/A)	N/A
DHV	1398
D %	57
T %	10.54

GEOGRAPHIC COORDINATES

LATITUDE 37 DEGREES 30 MINUTES 45 SECONDS NORTH
LONGITUDE 82 DEGREES 29 MINUTES 59 SECONDS WEST

DESIGNED

% RESTRICTED SD _____
LEVEL OF SERVICE _____
MAX. DISTANCE W/O PASSING _____

INDEX OF SHEETS

STANDARD DRAWING LIST

RBI-001-12	RDB-016-03	RDX-225-01	TPR-130
RBI-002-07	RDB-017-03	RDX-230-01	TTC-115-04
RBI-003-09	RDB-018-04	RGS-001-07	TTC-120-04
RBM-115-10	RDB-019-04	RGS-002-06	TTC-135-03
RBR-001-13	RDD-040-05	RGX-001-06	TTC-155-02
RBR-005-11	RDI-001-10	RGX-010-04	TTC-160-02
RBR-010-06	RDI-002-05	RGX-200-01	TTD-120-03
RBR-015-06	RDI-020-10	RPM-100-11	TTD-125-03
RBR-016-05	RDI-021-01	RPM-110-07	TTD-130
RBR-018	RDI-025-06	RPM-120-07	TTS-110-02
RBR-020-07	RDI-026-01	TPM-100-03	TTS-115-02
RBR-025-06	RDI-040-01	TPM-110-03	TTS-120-02
RBR-055-01	RDI-041-01	TPM-135-03	
RDB-013-07	RDX-210-03	TPM-170-01	
RDB-014-06	RDX-215-01	TPM-205	
RDB-015-04	RDX-220-05	TPR-115	

LENGTH 2773.69 LIN. FT. 0.525 MILES	LENGTH X LIN. FT. X MILES	LENGTH X LIN. FT. X MILES	LENGTH X LIN. FT. X MILES
ADDED / DEDUCTED FOR EQUALITIES X LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES X LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES X LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES X LIN. FT.
NOT INCLUDED	NOT INCLUDED	NOT INCLUDED	NOT INCLUDED
RAILROAD CROSSINGS NO. X LIN. FT.	RAILROAD CROSSINGS NO. X LIN. FT.	RAILROAD CROSSINGS NO. X LIN. FT.	RAILROAD CROSSINGS NO. X LIN. FT.
BRIDGES X LIN. FT.	BRIDGES X LIN. FT.	BRIDGES X LIN. FT.	BRIDGES X LIN. FT.
X	X	X	X
X	X	X	X

PROJECT NUMBER: FD04 098 0119 001-003

PROJECT DESCRIPTION: CONSTRUCTION OF INTERIOR ACCELERATION LANE AT PIKE COUNTY CENTRAL HIGH SCHOOL

RECOMMENDED BY: John Michael Johnson 05/17/2022
PROJECT MANAGER DATE:

PLAN APPROVED BY: _____
STATE HIGHWAY ENGINEER DATE:

LETTING DATE: 06/23/2022
ITEM NO. 12-9016.00 COUNTY OF Pike
SHEET NO. R1

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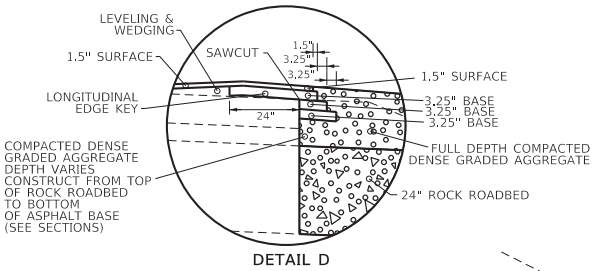

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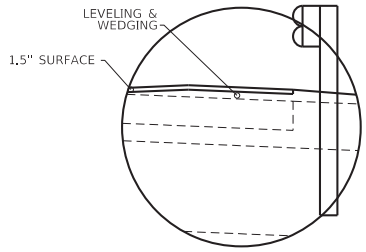

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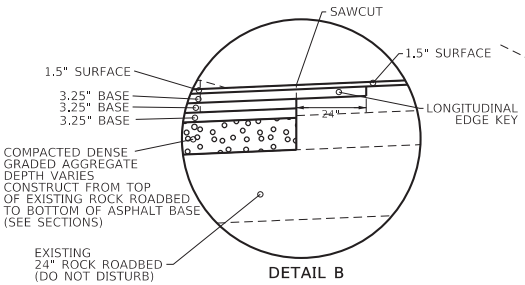

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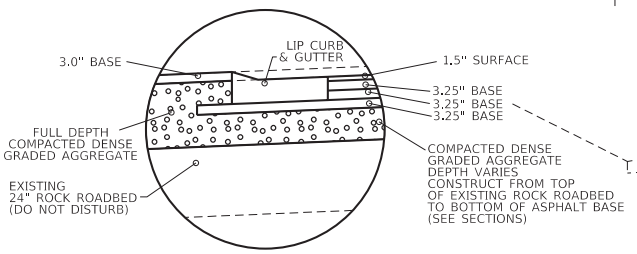

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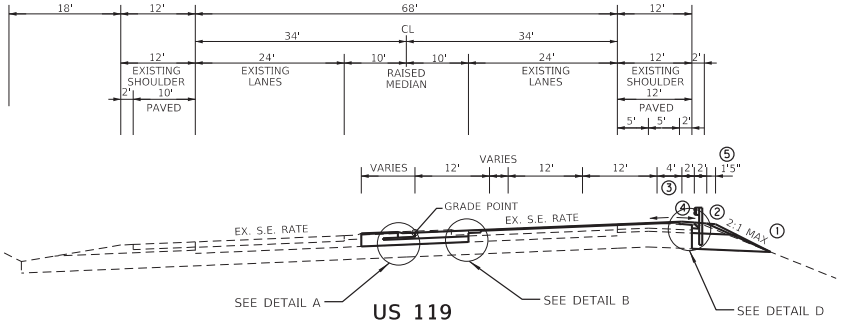
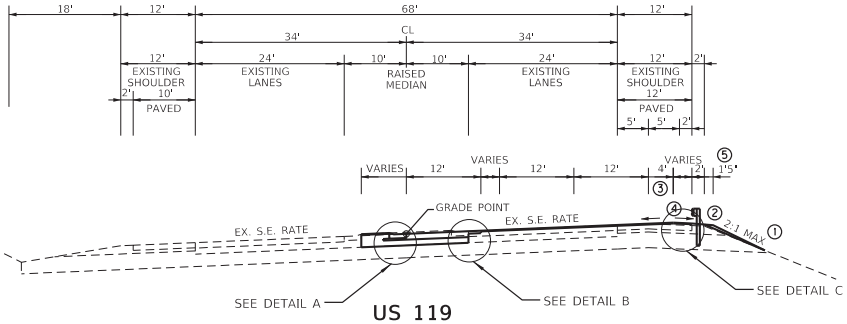
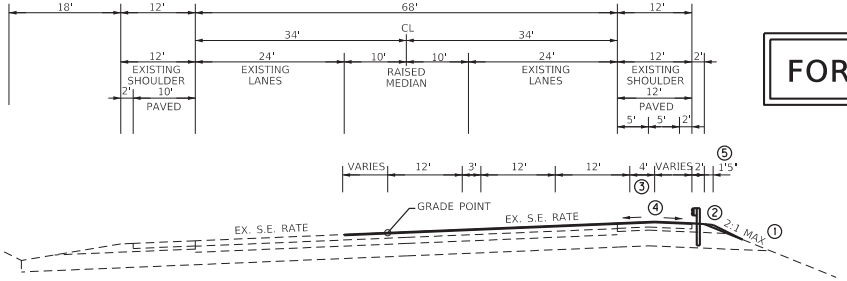


US 119
SUPERELEVATED SECTION
STA. 1110+00 TO STA. 1113+55



US 119
SUPERELEVATED SECTION
STA. 1107+50 TO STA. 1110+00



US 119
SUPERELEVATED SECTION
STA. 1105+50 TO STA. 1107+50

US 119 MEDIAN PAVEMENT DESIGN

1.5" SURFACE	1.5" DEPTH CL3 ASPHALT SURFACE 0.38B PG 64-22
9.75" ASPHALT BASE	3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22 3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22 3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22
DGA BASE	FULL DEPTH DENSE GRADED AGGREGATE BASE

US 119 SHOULDER PAVEMENT DESIGN

1.5" SURFACE	1.5" DEPTH CL3 ASPHALT SURFACE 0.38B PG 64-22
9.75" ASPHALT BASE	3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22 3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22 3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22
DGA BASE	FULL DEPTH DENSE GRADED AGGREGATE BASE
24" ROCK ROADBED	24" ROCK ROADBED (MAY SUBSTITUTE 2s, 3s, OR 23s WRAPPED IN GEOTEXTILE FABRIC)

US 119 MAINLINE MILL & INLAY PAVEMENT DESIGN

1.5" SURFACE	1.5" DEPTH CL3 ASPHALT SURFACE 0.38B PG 64-22

US 119 MAINLINE ISLAND PAVEMENT DESIGN

3.0" BASE	3.00" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22
DGA BASE	FULL DEPTH DENSE GRADED AGGREGATE BASE

FOR INFORMATION ONLY

ASPHALT MATERIAL FOR TACK APPLIED AT A RATE OF 0.70 LBS PER SQ YD OR AS DIRECTED BY THE ENGINEER - BETWEEN EACH COURSE - NON TRACKING

PAVEMENT NOTES:

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② BIT. SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE

③ SHOULDER MATCHES MAINLINE RATE FOR A MINIMUM OF 4'

④ THE ALGEBRAIC DIFFERENCE IN RATE OF CROSS-SLOPE IS NOT TO EXCEED 12.0%

⑤ GUARDRAIL (SEE PLAN SHEETS FOR LOCATION) WIDEN TO PROVIDE 2' BEHIND GUARDRAIL.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: US 119 TYPICAL SECTIONS

ITEM NO. 12-9016.00 | COUNTY OF Pike | SHEET NO. R2

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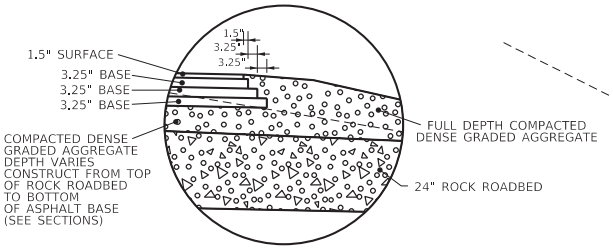

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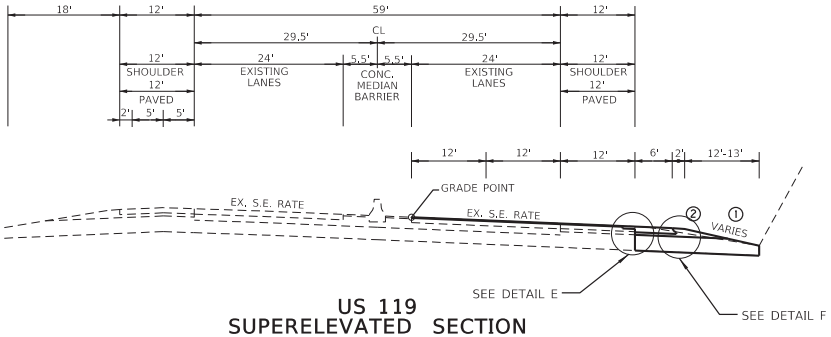
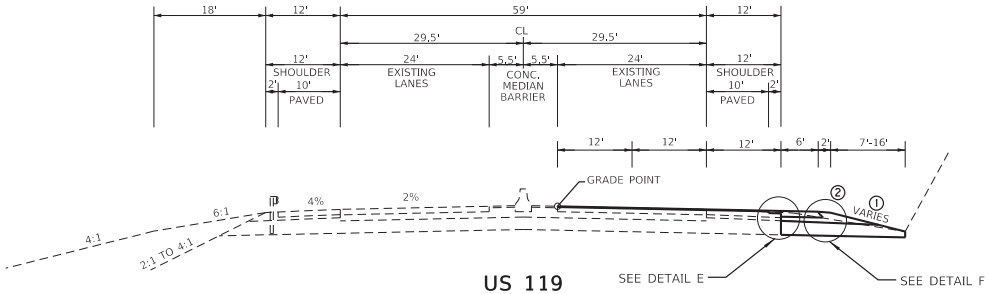
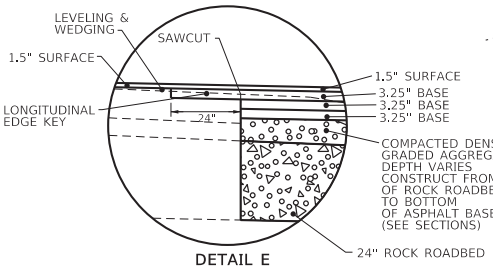


US 119
SUPERELEVATED SECTION
STA. 1124+25.71 TO STA. 1126+63



US 119
NORMAL SECTION
STA. 1115+46.32 TO STA. 1124+25.71



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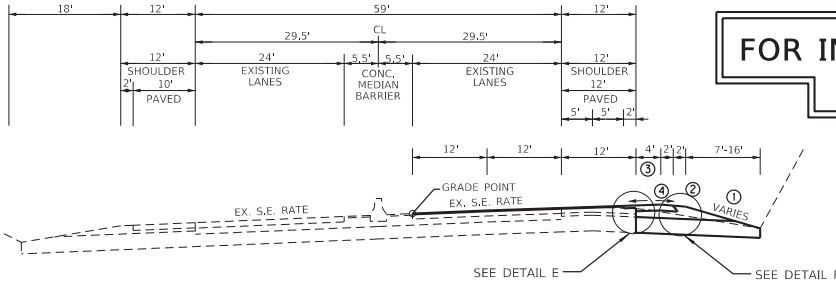

US 119
SUPERELEVATED SECTION
STA. 1113+55 TO STA. 1115+46.32

US 119 MEDIAN PAVEMENT DESIGN

1.5" SURFACE	1.5" DEPTH CL3 ASPHALT SURFACE 0.38B PG 64-22
9.75" ASPHALT BASE	3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22 3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22 3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22
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US 119 SHOULDER PAVEMENT DESIGN

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5. GUARDRAIL (SEE PLAN SHEETS FOR LOCATION) WIDEN TO PROVIDE 2' BEHIND GUARDRAIL.

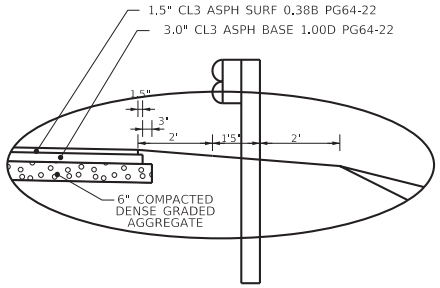
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: S

ITEM NO. 12-9016.00 COUNTY OF Pike
SHEET NO. R2A

OpenRoads Designer v10.16.2.267 USER: Travis-m DATE PLOTTED: 5/17/2022 11:13:39 AM FILE NAME: C:\PW_WORKDIR\D0120665\12_9016_00_R_AUXILIARY_TS.DGN

TYPICAL SECTIONS



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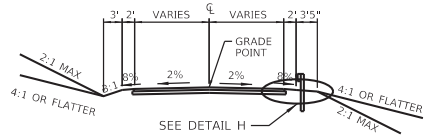

ASPHALT ENTRANCE

US 119 MEDIAN PAVEMENT DESIGN

1.5" SURFACE	1.5" DEPTH CL3 ASPHALT SURFACE 0.38B PG 64-22
9.75" ASPHALT BASE	3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22 3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22 3.25" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22
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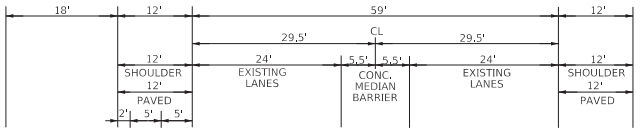
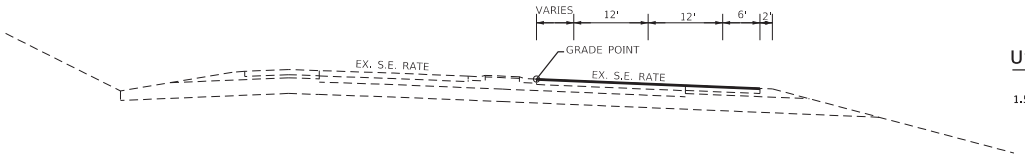
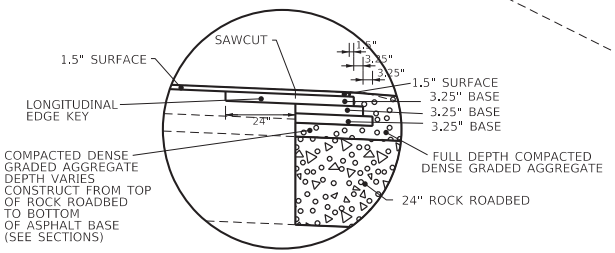
DGA BASE	FULL DEPTH DENSE GRADED AGGREGATE BASE
24" ROCK ROADBED	24" ROCK ROADBED (MAY SUBSTITUTE 2s, 3s, OR 23s WRAPPED IN GEOTEXTILE FABRIC)





US 119
SUPERELEVATED SECTION
STA. 1129+00 TO STA. 1133+24



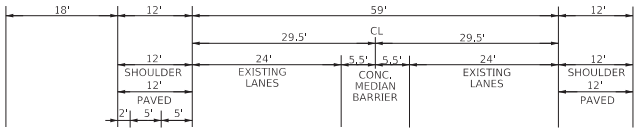
DETAIL G

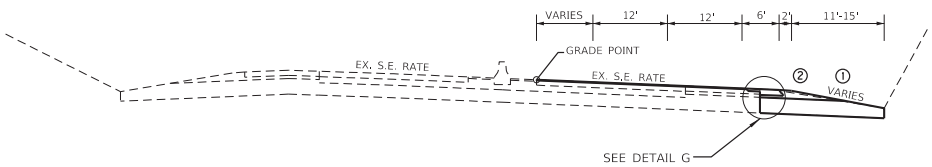
US 119 MAINLINE MILL & INLAY PAVEMENT DESIGN

1.5" SURFACE	1.5" DEPTH CL3 ASPHALT SURFACE 0.38B PG 64-22

US 119 MAINLINE ISLAND PAVEMENT DESIGN

3.0" BASE	3.00" DEPTH CL3 ASPHALT BASE 1.00D PG 64-22
DGA BASE	FULL DEPTH DENSE GRADED AGGREGATE BASE

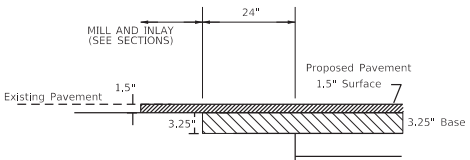




US 119
SUPERELEVATED SECTION
STA. 1126+63 TO STA. 1129+00

FOR INFORMATION ONLY

ASPHALT MATERIAL FOR TACK APPLIED AT A RATE OF 0.70 LBS PER SQ YD OR AS DIRECTED BY THE ENGINEER - BETWEEN EACH COURSE - NON TRACKING



WORK UNDER THIS ITEM SHALL INCLUDE CUTTING OUT THE EXISTING BITUMINOUS SURFACE AND BASE TO A MINIMUM DEPTH AND WIDTH AS SHOWN, SO THE NEW ASPHALT MAY HEEL INTO THE EXISTING ASPHALT. THE CONTRACT UNIT PRICE BID PER LINEAR FOOT FOR "LONGITUDINAL EDGE KEY" SHALL INCLUDE ALL NECESSARY MATERIALS, LABOR, EQUIPMENT, ETC. TO PERFORM THE WORK AND DISPOSE OF THE BITUMINOUS MATERIAL REMOVED.

LONGITUDINAL EDGE KEY DETAIL

PAVEMENT NOTES:

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② BIT. SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE

③ SHOULDER MATCHES MAINLINE RATE FOR A MINIMUM OF 4'

④ THE ALGEBRAIC DIFFERENCE IN RATE OF CROSS-SLOPE IS NOT TO EXCEED 12.0%

⑤ GUARDRAIL (SEE PLAN SHEETS FOR LOCATION) WIDEN TO PROVIDE 2' BEHIND GUARDRAIL.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: S

ITEM NO. 12-9016.00 COUNTY OF Pike
SHEET NO. R2B

OpenRoads Designer v10.16.2.267 USER: Travis-m DATE PLOTTED: 5/17/2022 11:13:39 AM FILE NAME: C:\PW_WORKDIR\D0120665\12_9016_00_R_AUXILIARY_TS.DGN

ROADWAY GENERAL SUMMARY

ITEM	DESCRIPTION	NOTES	UNIT	US 119	TOTAL PROJECT
190	LEVELING & WEDGING PG64-22	NOTE 10	TON	**109**	**109**
1825	ISLAND CURB AND GUTTER		LF	**617**	**617**
1982	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE		EACH	**33**	**33**
2159	TEMP DITCH		LF	**1387**	**1387**
2160	CLEAN TEMP DITCH		LF	**694**	**694**
2200	ROADWAY EXCAVATION	NOTE A	CU YD	**10,000**	**10000**
2242	WATER	NOTE 1	MGAL	**26.3**	**26.3**
2351	GUARDRAIL-STEEL W BEAM-S FACE		LF	**781.25**	**781.25**
2360	GUARDRAIL TERMINAL SECTION NO 1		EACH	**1**	**1**
2381	REMOVE GUARDRAIL		LF	**783**	**783**
2545	CLEARING AND GRUBBING	NOTE 2	LS	**1**	**1**
2562	TEMPORARY SIGNS	NOTE 7	SQ FT	**500**	**500**
2569	DEMOBILIZATION		LS	**1**	**1**
2602	FABRIC-GEOTEXTILE CLASS 1	NOTE 9	SQ YD	**6649**	**6649**
2607	FABRIC-GEOTEXTILE CLASS 2 FOR PIPE	NOTE 8	SQ YD	**68**	**68**
2650	MAINTAIN AND CONTROL TRAFFIC	NOTE 6	LS	**1**	**1**
2671	PORTABLE CHANGEABLE MESSAGE SIGN	NOTE 7	EACH	**2**	**2**
2676	MOBILIZATION FOR MILL & TEXT		LS	**1**	**1**
2677	ASPHALT PAVE MILLING & TEXTURING		TON	**954**	**954**
2696	SHOULDER RUMBLE STRIPS		LF	**2781**	**2781**
2701	TEMP SILT FENCE		LF	**1387**	**1387**
2703	SILT TRAP TYPE A		EACH	**1**	**1**
2704	SILT TRAP TYPE B		EACH	**1**	**1**
2705	SILT TRAP TYPE C		EACH	**1**	**1**
2706	CLEAN SILT TRAP TYPE A		EACH	**1**	**1**
2707	CLEAN SILT TRAP TYPE B		EACH	**1**	**1**
2708	CLEAN SILT TRAP TYPE C		EACH	**1**	**1**
2726	STAKING		LS	**1**	**1**
2775	ARROW PANEL		EACH	**2**	**2**
5950	EROSION CONTROL BLANKET		SQ YD	**344**	**344**
5952	TEMP MULCH		SQ YD	**3992**	**3992**
5953	TEMP SEEDING AND PROTECTION		SQ YD	**2994**	**2994**
5963	INITIAL FERTILIZER	NOTE 3	TON	**0.32**	**0.32**
5964	MAINTENANCE FERTILIER	NOTE 4	TON	**0.19**	**0.19**
5985	SEEDING AND PROTECTION		SQ YD	**5988**	**5988**
5992	AGRICULTURAL LIMESTONE	NOTE 5	TON	**4**	**4**
6511	PAVE STRIPING-TEMP PAINT-6 IN	NOTE 7	LF	**12484**	**12484**
6515	PAVE STRIPING-PERM PAINT-6 IN		LF	**5962**	**5962**
6517	PAVE STRIPING-PERM PAINT-12 IN		LF	**2168**	**2168**
6573	PAVE MARKING-THERMO STR ARROW		EACH	**5**	**5**
6578	PAVE MARKING-THERMO MERGE ARROW		EACH	**7**	**7**
6610	INLAID PAVEMENT MARKER-MW		EACH	**91**	**91**
6611	INLAID PAVEMENT MARKER-MY		EACH	**8**	**8**
20071EC	JOINT ADHESIVE		LF	**2530**	**2530**
20550ND	SAWCUT PAVEMENT		LF	**2530**	**2530**
21289ED	LONGITUDINAL EDGE KEY		LF	**2530**	**2530**
22664EN	WATER BLASTING EXISTING STRIPE		LF	**6242**	**6242**
24625EC	REMOVE AND REINSTALL QWICK CURB		LF	**605**	**605**
24814EC	PIPELINE INSPECTION		LF	**165**	**165**
24880EC	REMOVE PAVEMENT MARKER		EACH	**35**	**35**

NOTES:

A EARTHWORK TOTALS

EMBANKMENT----------128 CU YD

COMMON----------10,000 CU YD

EMBANKMENT BENCHING----------0 CU YD

TOTAL EXCAVATION----------10,000 CU YD

ESTIMATE FOR EARTHWORK CALCULATIONS FOR DESIGN ONLY. THE CONTRACTOR IS ADVISED THAT THE EARTHWORK CALCULATIONS SHOWN ARE FOR INFORMATION ONLY. ASSUMPTIONS FOR SHRINKAGE AND SWELL FACTORS ARE THE CONTRACTOR'S RESPONSIBILITY.

1. FOR CONTROLLING DUST CAUSED BY MAINTAINING TRAFFIC ONLY.
2. APPROXIMATELY 0.6 ACRES. REMOVAL OF EXISTING INLETS, PIPES, HEADWALLS, FENCES, SIGNS, ETC. NOT QUANTIFIED IN THE PLANS ARE INCIDENTAL TO CLEARING AND GRUBBING AND NO DIRECT PAYMENT WILL BE MADE FOR THOSE ITEMS.
3. APPLIED AT A RATE OF 500 LBS PER ACRE
4. APPLIED AT A RATE OF 300 LBS PER ACRE
5. APPLIED AT A RATE OF 3 TONS PER ACRE
6. INCLUDES ALL NECESSARY ITEMS TO MAINTAIN AND CONTROL TRAFFIC
7. FOR MAINTENANCE OF TRAFFIC
8. FOR WRAPPING PIPE TRENCH BACKFILL
9. FOR ROCK ROADBED
10. ESTIMATED AT 10% OF TOTAL SURFACING

PIPE DRAINAGE SUMMARY

Pipe Sheet No.	STRUCTURE NUMBER	ALIGNMENT REFERENCE	STATION	DESIGN PH LEVEL	COVER HEIGHT	FLOWABLE FILL REQUIRED	ENTR. PIPE 15"	ENTR. PIPE 18"	STORM SEWER 15"	STORM SEWER 18"	STORM SEWER 24"	STORM SEWER 30"	STORM SEWER 36"	REMOVE PIPE	DROP BOX INLET TYPE 13G	REMOVE DROP BOX INLET	CONCRETE-CLASS A	REMARKS
Item Code							440	441	521	522	524	526	528	1310	1559	1585	8100	
Unit to Bid					FT	Y OR N	LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH	CU YD	
	1	US 119	1107+52							17				4	1	1		
	2	US 119	1112+52							6				4	1	1		
PROJECT TOTALS							0	0	0	23	0	0	0	8	2	2	0.00	

PAVING AREAS

ITEM		US 119	ENTRANCES	TOTALS
		SQUARE YARDS		
388	1.50" CL 3 ASPH SURF 0.38D PG64-22	13144	108	13252
214	3.25" CL3 ASPH BASE 1.00D PG64-22	2177		2177
214	3.25" CL3 ASPH BASE 1.00D PG64-22	1671		1671
214	3.25" CL3 ASPH BASE 1.00D PG64-22	1980		1980
214	3.00" CL3 ASPH BASE 1.00D PG64-22	(H) 276	111	387
1	6.00" DGA BASE		113	113
1	FULL DEPTH DGA BASE	(G)		(G)
78	CRUSHED AGGREGATE SIZE NO 2 (I)	(G)		(G)
100	ASPHALT SEAL AGGREGATE	522		522
103	ASPHALT SEAL COAT	522		522
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	16992	108	17100
296	ASPHALT PRIME COAT	6972	113	7085

PAVING SUMMARY

ITEM CODE	ITEM		UNIT	US 119	ENTRANCES	TOTAL PROJECT
1	DGA BASE	(B)	TON	2746	39	2785
78	CRUSHED AGGREGATE SIZE NO 2 (I)	(B)	TON	4078		4078
100	ASPHALT SEAL AGGREGATE	(F)	TON	10.4		10.4
103	ASPHALT SEAL COAT	(E)	TON	1.3		1.3
214	CL3 ASPH BASE 1.00D PG64-22	(A)	TON	1042	18	1060
388	CL3 ASPH SURF 0.38D PG64-22	(A)	TON	1084	9	1093
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	(C)	TON	5.95	0.04	6.0
296	ASPHALT PRIME COAT	(D)	TON	5.86	0.10	6.0

NOTES:

A. ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH

B. ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH

C. APPLIED AT A RATE OF 0.70 LBS PER SQ. YD.

D. APPLIED AT A RATE OF 1.68 LBS PER SQ. YD. (UNDILUTED)

E. ASPHALT SEAL COAT APPLIED AT 2.40 LBS/SY (2 APPLICATIONS)

F. APPLIED AT A RATE OF 20 LBS PER SQ. YD. (2 APPLICATIONS)

G. TOTAL QUANTITY CALCULATED USING THE AVERAGE END AREA METHOD

H. FOR MEDIAN ISLAND

I. FOR ROCK ROADBED

FOR INFORMATION ONLY

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: GENERAL, PAVE, PIPE SUMMARY

ITEM NO. 12-9016.00 COUNTY OF Pike

SHEET NO. R2C

OpenRoads Designer v10.16.2.267 USER: travis-m FILE NAME: C:\PW_WORKDIR\D0120665\12_9016_00_R_AUXILIARY_SUM.DGN

Corporate Limits
County Line
Easement
Fence COA
Mineral Parcel
Property Line
Right of Way Line
All Overhead Utility Lines
Electric Line Underground
Electric Line Underground Duct
Gas Main
Sanitary Force Main
Telephone Underground Cable
Telephone Underground Duct
Fiber Optic Cable
Television Line Underground
Water Main
Storm Sewer
Cable Guardrail
Ditch
Edge of Water
Fence Hedge
Fence
Flow Line/Thalweg/ Int. Stream or Ditch
Guardrail
Railroad
Shrub Line
Sink Hole
Tree Line
Wall (WSM or DSM)
Blue Line Stream
Lakes and Ponds
Regulated Floodway
RDZ Line

ADA Ramp
Anchor Pole
Benchmark
Bike Lane Symbol
Bollard
Centerline
Centerline Stationing
Control Monument
Control Point
Core Hole
Crash Cushion TY 6 D
Crash Cushion TY 6 A
Crash Cushion TY 9A
Crash Cushion TY 9
Cross Notch
Curb Box Inlet
Curb Notch
Combination Pole
Delineator Post
Drop Box
Existing Spring
Electric Manhole
Electric Meter
Electric Pedestal
Electric Pole
Electric Junction Box
Fire Hydrant
Flag Pole
Force Main Sewer Valve
Fuel Tank Inlet
Fuel Tank Vent
Gasline Marker
Gas Meter
Gas Monitoring Well
Gas Valve
Gas Vent
Gas Well
Guidewires & Anchors

Headstone
Interstate Shield
Iron Pin
Light Pole
Low Wire
Mag Nail
Mailbox
Manhole
Mile Marker Post
Mineral Parcel
Misc Location Point
Monitoring Well
Parking Meter
Pedestrian Signal
Pins/Pipes
PK Nail
Point (Misc)
Pole
Pole (Light)
Post
Power Pole
Quarry
Random (Ground Shot)
Railroad Mile Marker
Railroad Spike
Right of Way Marker
Right of Way Monument
RR Traffic Signal Pole
RW Parcel
Sanitary Cleanout
Sanitary Manhole
Satellite Dish
Septic Tank Cleanout
Service Pole
Sewer Air Release Valve
Shrub
Sign
Sign Post (Single)
Sign with 2 posts

Sign group (4)
Station Stamp
Storm Manhole
Stub Power
Stub Telephone
Survey Cross Notch
Survey Curb Notch
Survey Nail
Survey Spike
Survey Stone Marker
Swamp
Telephone Booth
Telephone Junction Box
Telephone Line Overhead
Telephone Manhole
Telephone Pedestal
Telephone Pole
Temporary Benchmark
Traffic Light
Traffic Signal Control Box
Traffic Signal Junction Box
Traffic Signal Pole
Traverse Point
Tree
TV Junction Box
Utility Pole
Underground Storage Tank
Utility Test Hole
Water Line Marker
Water Meter
Water Spigot
Water Valve
Water Well
Yard Light
Yard Sprinkler
Yard Sprinkler Water Valve

Utility Owners

ELECTRIC
AEP (KY POWER COMPANY)
12333 KEVIN AVENUE
ASHLAND, KY 41102
Contact: Ronald Canfield
(606) 929-1462
rlcanfield@aep.com

WATER & SEWER
MOUNTAIN WATER DISTRICT
PO BOX 3157
PIKEVILLE, KY 41502
Contact: Roy Sawyers
(606) 631-6165
rsawyers@mtwater.org

COMMUNICATIONS
AT&T KENTUCKY
102 WALTERS ROAD
PIKEVILLE, KY 41501
Contact: Jack Salyer
(606) 424-9328
js2299@att.com

INTER-MOUNTAIN CABLE CATV
5 LAYNESVILLE ROAD
HAROLD, KY 41635
Contact: Roy Harlow
(606) 479-6222
rharlow@gearhart.com

GAS
DIVERSIFIED GAS & OIL CORPORATION, PLC
213 INDUSTRIAL ROAD
DEBORD, KY 41214
Contact: Craig Blackburn
(606) 298-3400
cblackburn@dgoc.com

FOR INFORMATION ONLY

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Roadway Ledgend and Utility Owner Sheet

ITEM NO. 12-9016.00 | COUNTY OF Pike
SHEET NO. R3

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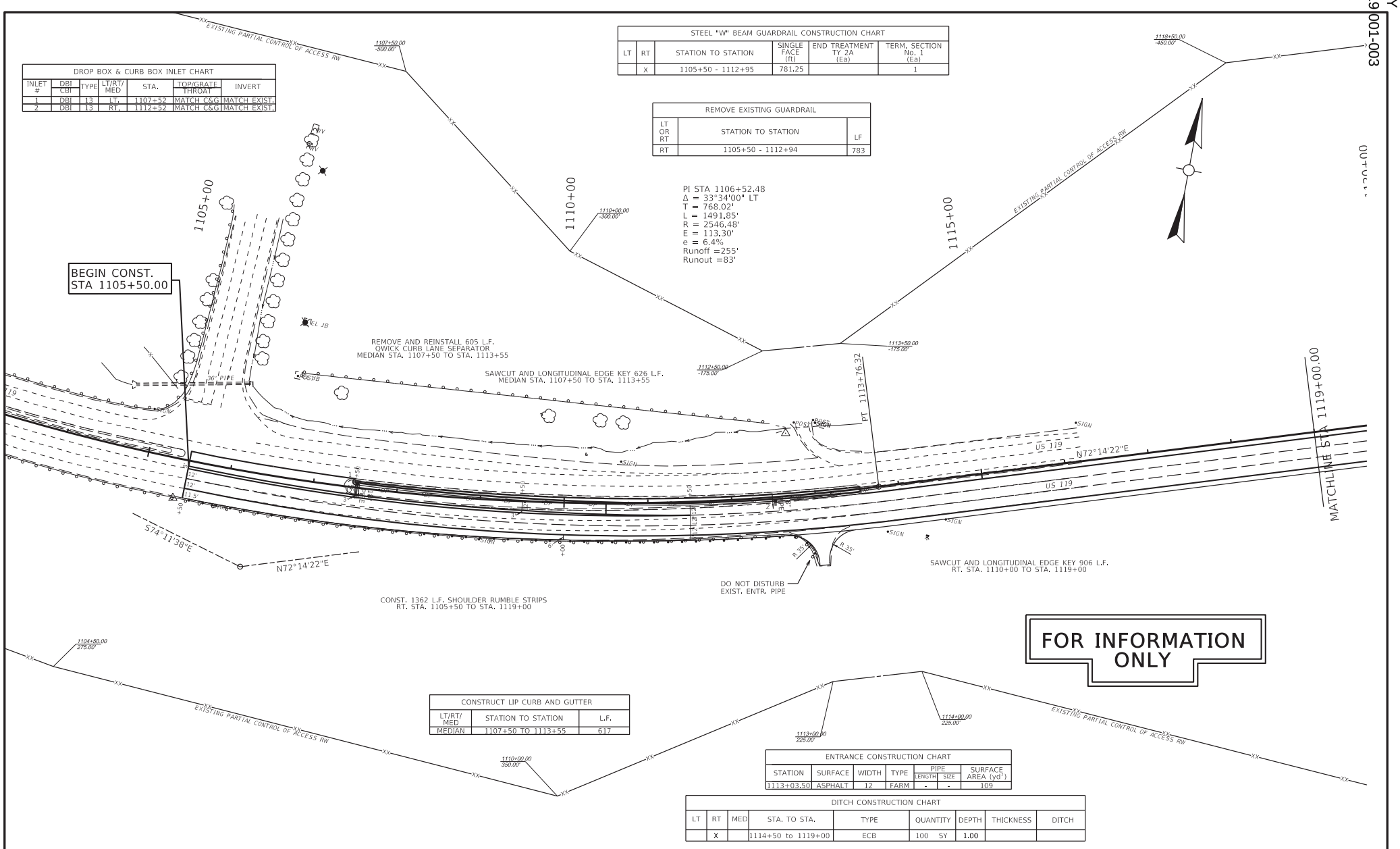


DROP BOX & CURB BOX INLET CHART						
INLET #	DBI / CBI	TYPE	LT/RT/ MED	STA.	TOP/GRATE / THROAT	INVERT
1	DBI	13	LT.	1107+52	MATCH C&G	MATCH EXIST.
2	DBI	13	RT.	1112+52	MATCH C&G	MATCH EXIST.

STEEL "W" BEAM GUARDRAIL CONSTRUCTION CHART					
LT	RT	STATION TO STATION	SINGLE FACE (ft)	END TREATMENT TY 2A (Ea)	TERM. SECTION No. 1 (Ea)
	X	1105+50 - 1112+95	781.25		1

REMOVE EXISTING GUARDRAIL		
LT OR RT	STATION TO STATION	LF
RT	1105+50 - 1112+94	783

CONSTRUCT LIP CURB AND GUTTER		
LT/RT/ MED	STATION TO STATION	L.F.
MEDIAN	1107+50 TO 1113+55	617

ENTRANCE CONSTRUCTION CHART						
STATION	SURFACE	WIDTH	TYPE	PIPE LENGTH	PIPE SIZE	SURFACE AREA (yd²)
1113+03.50	ASPHALT	12	FARM	-	-	109

DITCH CONSTRUCTION CHART								
LT	RT	MED	STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X		1114+50 to 1119+00	ECB	100 SY	1.00		

FOR INFORMATION ONLY

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike County US119 Plan Sheet

HORIZONTAL SCALE
SCALE: 1" = 50'

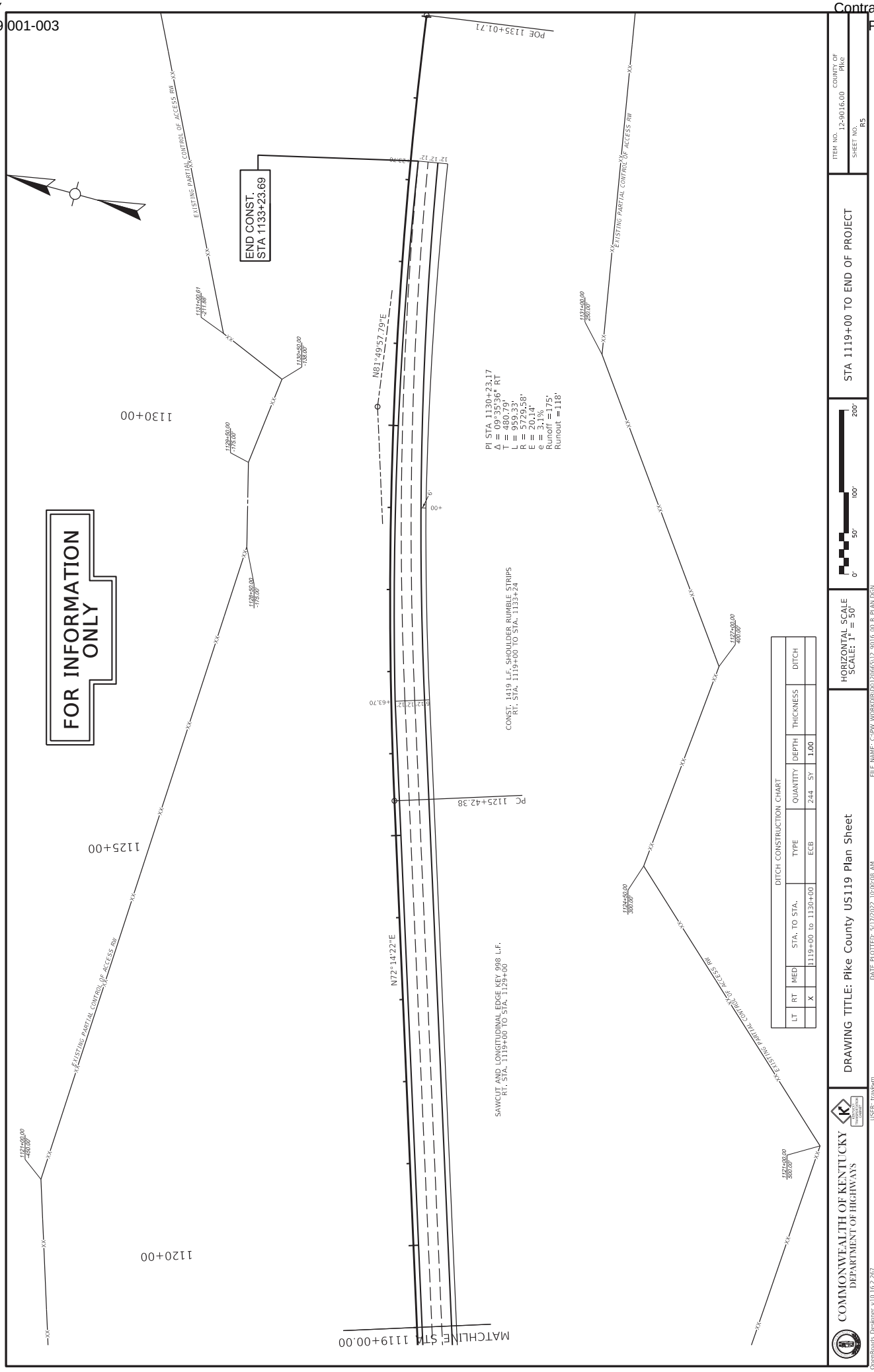
0' 50' 100' 200'

BEGIN PROJECT TO STA 1119+00

ITEM NO. 12-9016.00 COUNTY OF Pike

SHEET NO. R4

OpenRoads Designer v10.16.2.267 USER: travis-m DATE PLOTTED: 5/17/2022 10:05:16 AM FILE NAME: C:\PW_WORKDIR\D0120665\12_9016_00_R_PLAN.DGN


FOR INFORMATION ONLY
END CONST.
STA 1133+23.69
MATCHLINE STA 1119+00.00
1120+00
1125+00
1130+00
EXISTING PARTIAL CONTROL OF ACCESS R/W
PI STA. 1130+23.17
Δ = 09°35'36" RT
T = 480.79'
L = 959.33'
R = 5729.58'
E = 20.14'
e = 3.1%
Runoff =175'
Runout =118'
N81°49'57.79"E
N72°14'22"E
CONST. 1419 L.F. SHOULDER RUMBLE STRIPS
RT. STA. 1119+00 TO STA. 1133+24
SAWCUT AND LONGITUDINAL EDGE KEY 998 L.F.
RT. STA. 1119+00 TO STA. 1129+00
PC 1125+42.38
POE 1135+01.71
DITCH CONSTRUCTION CHART
LT | RT | MED | STA. TO STA. | TYPE | QUANTITY | DEPTH | THICKNESS | DITCH
X | | | 1119+00 to 1130+00 | ECB | 244 SY | 1.00 |
0' 50' 100' 200'
HORIZONTAL SCALE
SCALE: 1" = 50'
STA 1119+00 TO END OF PROJECT
DRAWING TITLE: Pike County US119 Plan Sheet
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
ITEM NO. 12-9016.00 COUNTY OF Pike
SHEET NO. R5
DATE PLOTTED: 5/17/2022 10:00:08 AM
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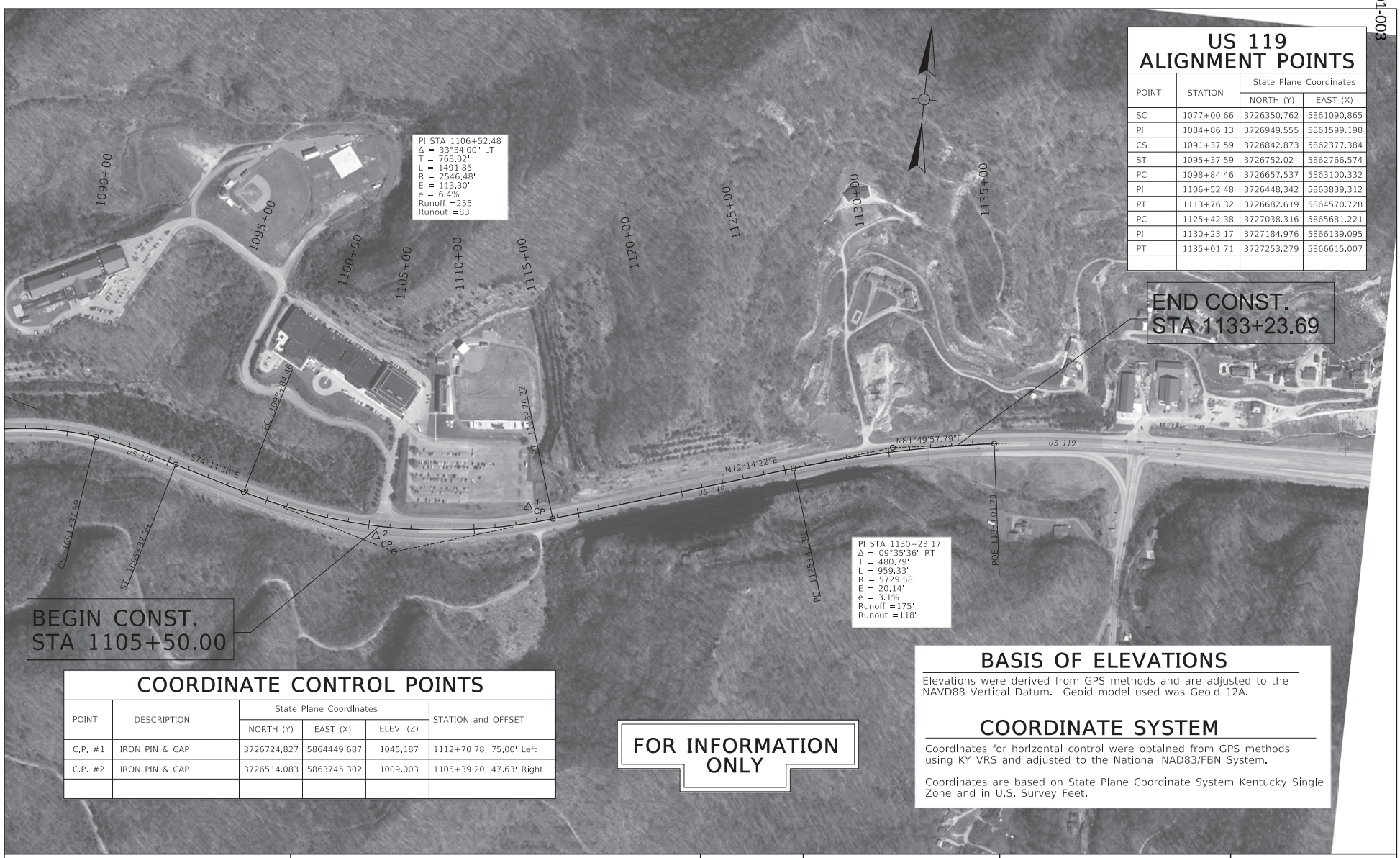


US 119 ALIGNMENT POINTS

POINT	STATION	State Plane Coordinates	
		NORTH (Y)	EAST (X)
SC	1077+00.66	3726350.762	5861090.865
PI	1084+86.13	3726949.555	5861599.198
CS	1091+37.59	3726842.873	5862377.384
ST	1095+37.59	3726752.02	5862766.574
PC	1098+84.46	3726657.537	5863100.332
PI	1106+52.48	3726448.342	5863839.312
PT	1113+76.32	3726682.619	5864570.728
PC	1125+42.38	3727038.316	5865681.221
PI	1130+23.17	3727184.976	5866139.095
PT	1135+01.71	3727253.279	5866615.007

COORDINATE CONTROL POINTS

POINT	DESCRIPTION	State Plane Coordinates			STATION and OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)	
C.P. #1	IRON PIN & CAP	3726724.827	5864449.687	1045.187	1112+70.78, 75.00' Left
C.P. #2	IRON PIN & CAP	3726514.083	5863745.302	1009.003	1105+39.20, 47.63' Right

FOR INFORMATION ONLY

BASIS OF ELEVATIONS

Elevations were derived from GPS methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid 12A.

COORDINATE SYSTEM

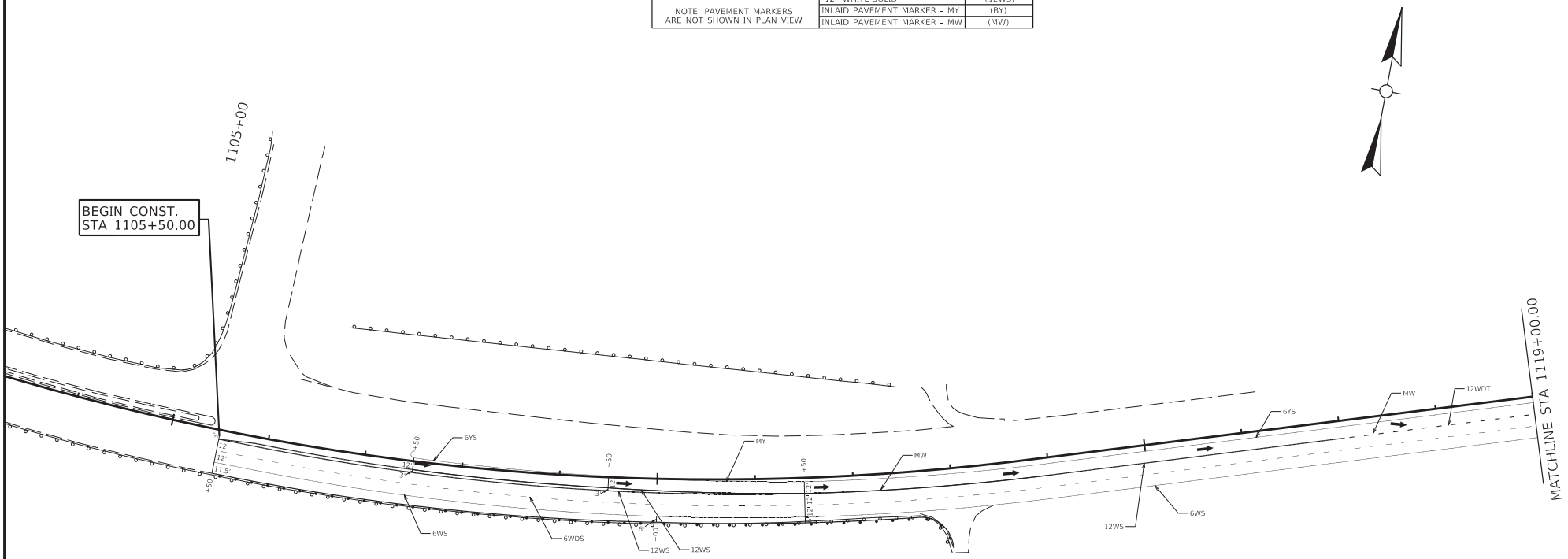
Coordinates for horizontal control were obtained from GPS methods using KY VRS and adjusted to the National NAD83/FBN System.

Coordinates are based on State Plane Coordinate System Kentucky Single Zone and in U.S. Survey Feet.

COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS	DRAWING TITLE: COORDINATE CONTROL SHEET	HORIZONTAL SCALE SCALE: 1"=200'	0' 200' 400' 800'	ITEM NO. 12-9016.00 COUNTY OF PIKE SHEET NO. R6

OpenRoads Designer v10.16.2.267 USER: Alex1.Smith c:\pw_workdir\d0120665\12_9016_00_R_Coordinate Control.dgn

PROPOSED STRIPING KEY		
LINE	TYPE	ABBREVIATION
	6" YELLOW-SOLID	(6YS)
	6" WHITE-SOLID	(6WS)
	6" WHITE-DASHED 10-30	(6WDS)
	12" WHITE-DOTTED 3-9	(12WDT)
	12" WHITE-SOLID	(12WS)
NOTE: PAVEMENT MARKERS ARE NOT SHOWN IN PLAN VIEW	INLAID PAVEMENT MARKER - MY	(BY)
	INLAID PAVEMENT MARKER - MW	(MW)



LINE LENGTHS (SHEET TOTAL)	
TYPE	US119
(6YS)	1,152
(6WS)	1,281
(6WDS)	331
(12WDT)	49
(12WS)	1,763

*STRIPING QUANTITIES ARE BASED ON PAINTED LENGTH, AND DO NOT INCLUDE GAPS BETWEEN STRIPES

FOR INFORMATION ONLY

PAVEMENT MARKING SHEET TOTALS			
ITEM NO	ITEM	UNITS	US119
6515	PAVE STRIPING-PERM PAINT-6 IN	LF	2,764
6517	PAVE STRIPING-PERM PAINT-12 IN	LF	1,812
6573	PAVE MARKING-THERMO STR ARROW	EACH	5
6578	PAVE MARKING-THERMO MERGE ARROW	EACH	1
6610	INLAID PAVEMENT MARKER-MW	EACH	31
6611	INLAID PAVEMENT MARKER-MY	EACH	8

*NOTE: GAPS REMOVED FROM LENGTHS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike County US119 Striping Plan Sheet

HORIZONTAL SCALE
SCALE: 1" = 50'

0' 50' 100' 200'

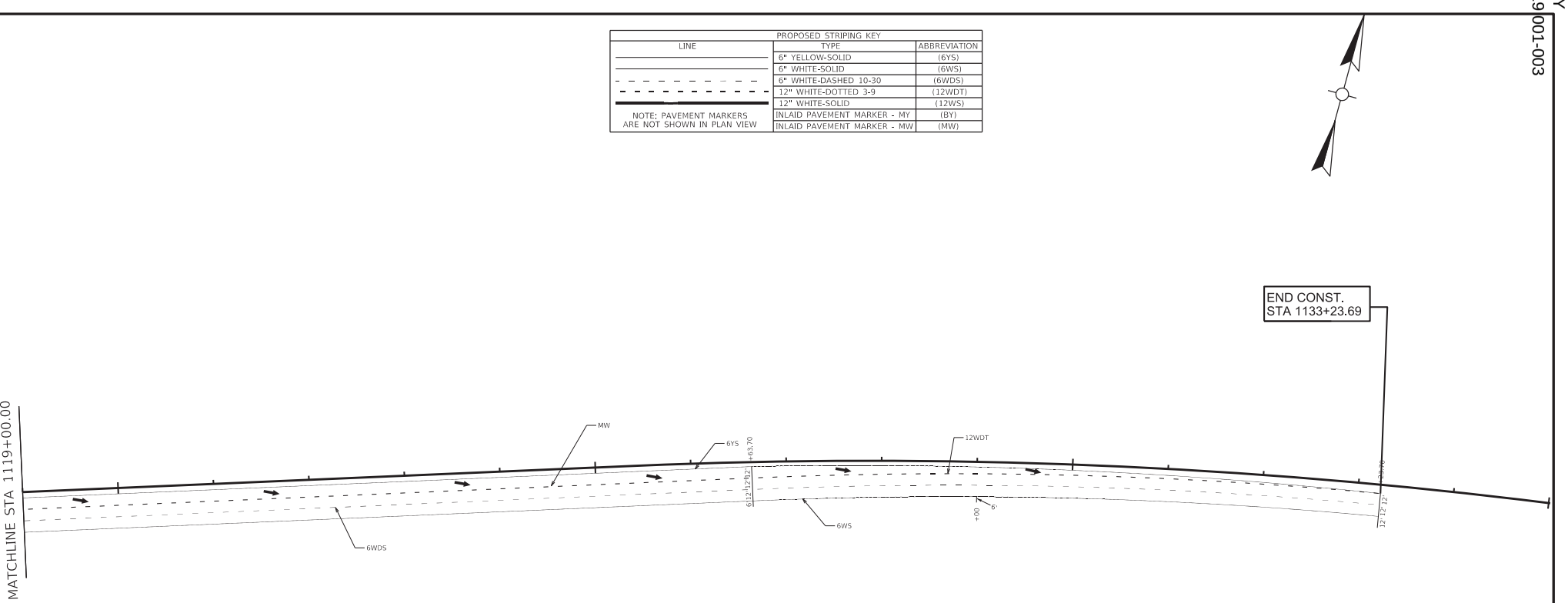
BEGIN PROJECT TO STA 1119+00

ITEM NO. 12-9016.00 COUNTY OF Pike

SHEET NO. R7

OpenRoads Designer v10.16.2.267 USER: travis-m DATE PLOTTED: 5/24/2022 10:56:22 AM FILE NAME: C:\PW_WORKDIR\D0120665\12_9016_00_R_STRIPING.DGN

PROPOSED STRIPING KEY		
LINE	TYPE	ABBREVIATION
	6" YELLOW-SOLID	(6YS)
	6" WHITE-SOLID	(6WS)
	6" WHITE-DASHED 10-30	(6WDS)
	12" WHITE-DOTTED 3-9	(12WDT)
	12" WHITE-SOLID	(12WS)
NOTE: PAVEMENT MARKERS ARE NOT SHOWN IN PLAN VIEW	INLAID PAVEMENT MARKER - MY	(BY)
	INLAID PAVEMENT MARKER - MW	(MW)



LINE LENGTHS (SHEET TOTAL)	
TYPE	US119
(6YS)	1,423
(6WS)	1,419
(6WDS)	356
(12WDT)	356
(12WS)	0

*STRIPING QUANTITIES ARE BASED ON PAINTED LENGTH, AND DO NOT INCLUDE GAPS BETWEEN STRIPES

FOR INFORMATION ONLY

PAVEMENT MARKING SHEET TOTALS			
ITEM NO	ITEM	UNITS	US119
6515	PAVE STRIPING-PERM PAINT-6 IN	LF	3,198
6517	PAVE STRIPING-PERM PAINT-12 IN	LF	356
6573	PAVE MARKING-THERMO STR ARROW	EACH	0
6578	PAVE MARKING-THERMO MERGE ARROW	EACH	6
6610	INLAID PAVEMENT MARKER-MW	EACH	60
6611	INLAID PAVEMENT MARKER-MY	EACH	0

*NOTE: GAPS REMOVED FROM LENGTHS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike County US119 Striping Plan Sheet

HORIZONTAL SCALE
SCALE: 1" = 50'

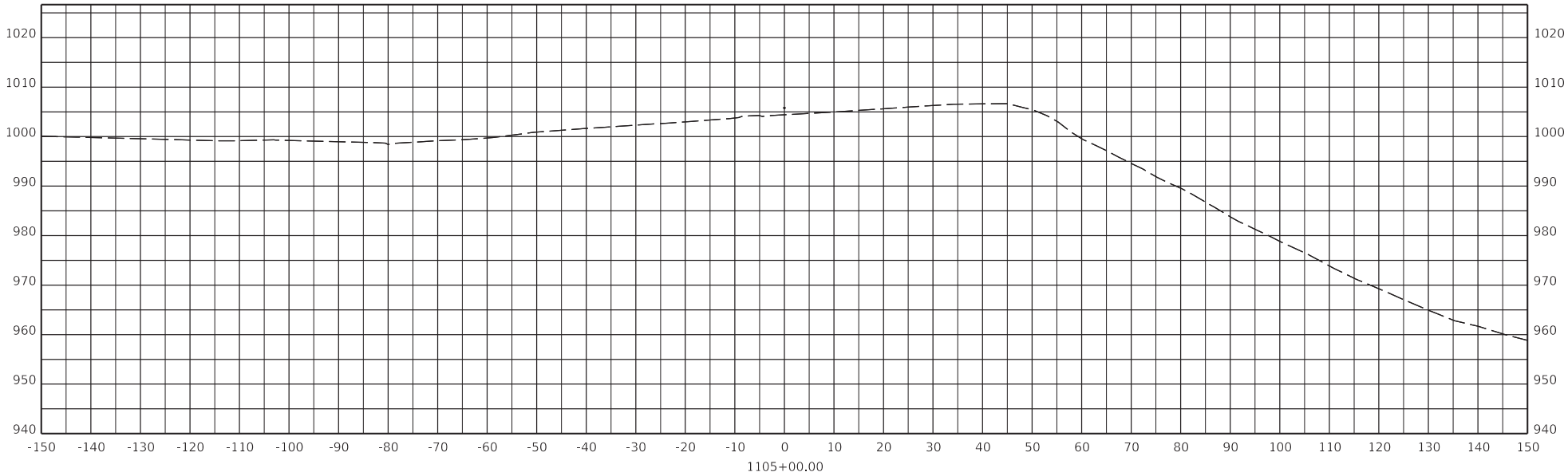
0' 50' 100' 200'

STA 1119+00 TO END OF PROJECT

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. R8

OpenRoads Designer v10.16.2.267 USER: travis-m DATE PLOTTED: 5/24/2022 10:57:16 AM FILE NAME: C:\PW_WORKDIR\D0120665\12_9016_00_R_STRIPING.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

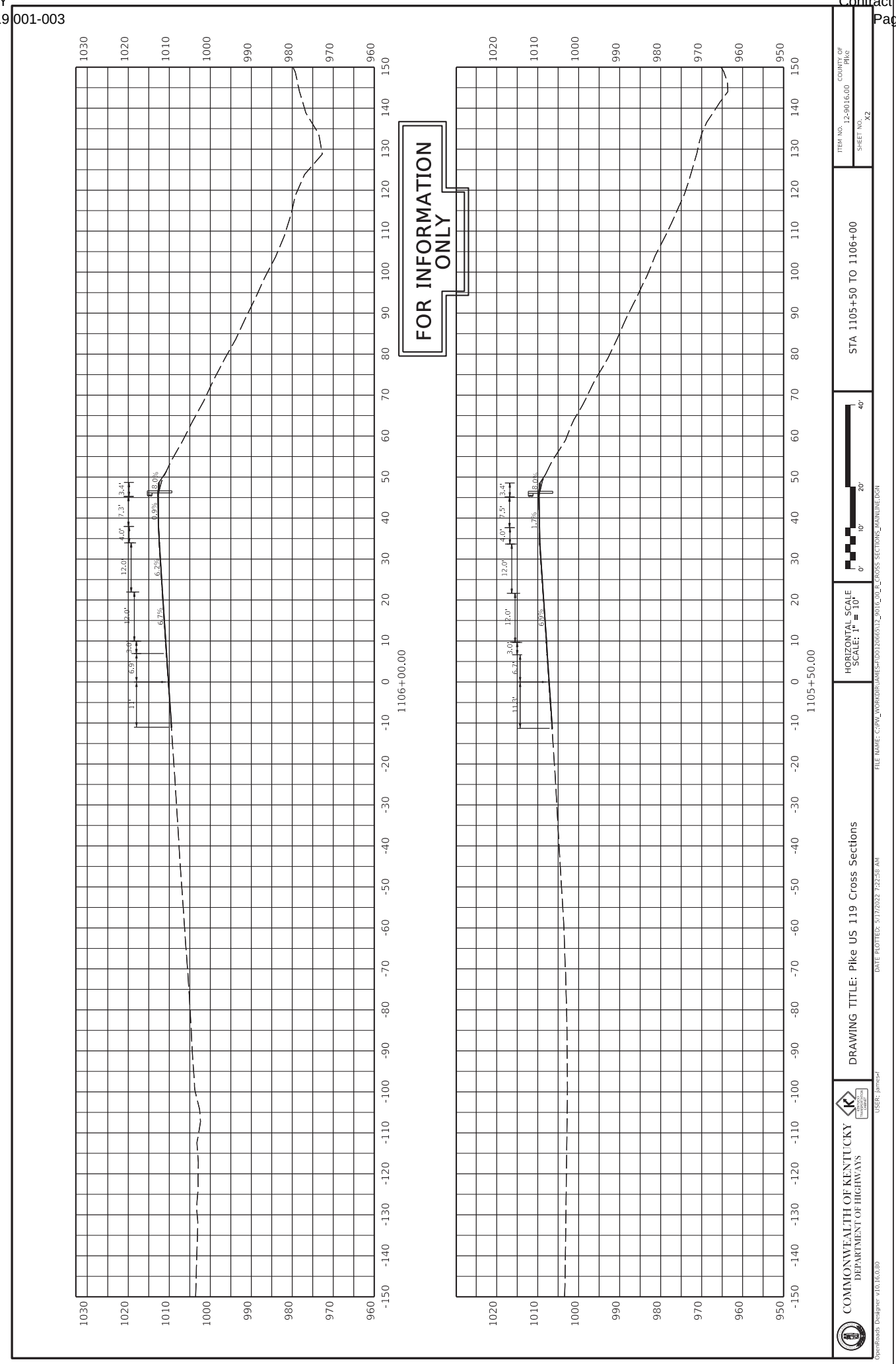
HORIZONTAL SCALE
SCALE: 1" = 10'

0' 10' 20' 40'

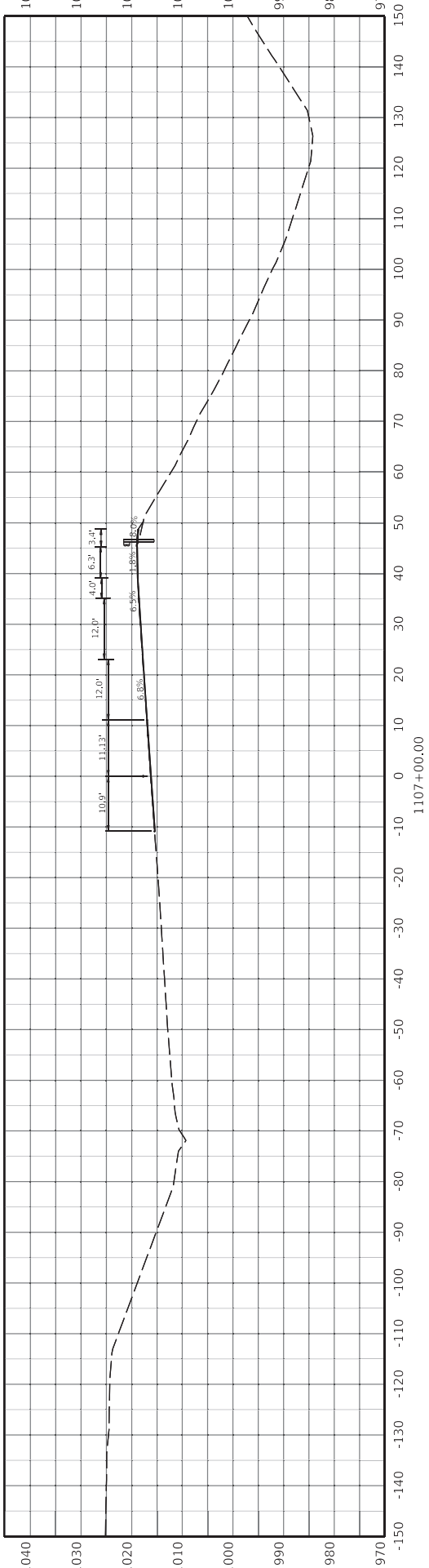
1105+00

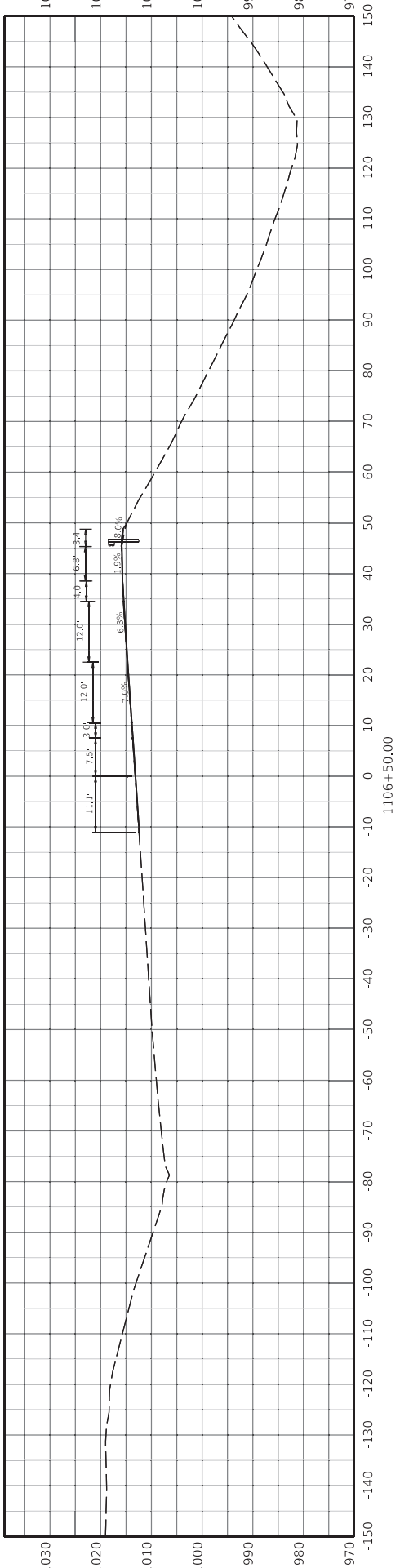
ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X1

OpenRoads Designer v10.16.0.80 USER: james-f DATE PLOTTED: 5/17/2022 12:49:47 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN


FOR INFORMATION ONLY
1106+00.00
1105+50.00
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
DRAWING TITLE: Pike US 119 Cross Sections
HORIZONTAL SCALE
SCALE: 1" = 10'
0'
10'
20'
40'
STA 1105+50 TO 1106+00
ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X2
DATE PLOTTED: 5/17/2022 7:22:58 AM
FILE NAME: C:\PW_WORKDIR\JAMES-FD0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN
USER: jamesf
OpenRoads Designer v10.16.0.80

FOR INFORMATION ONLY





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

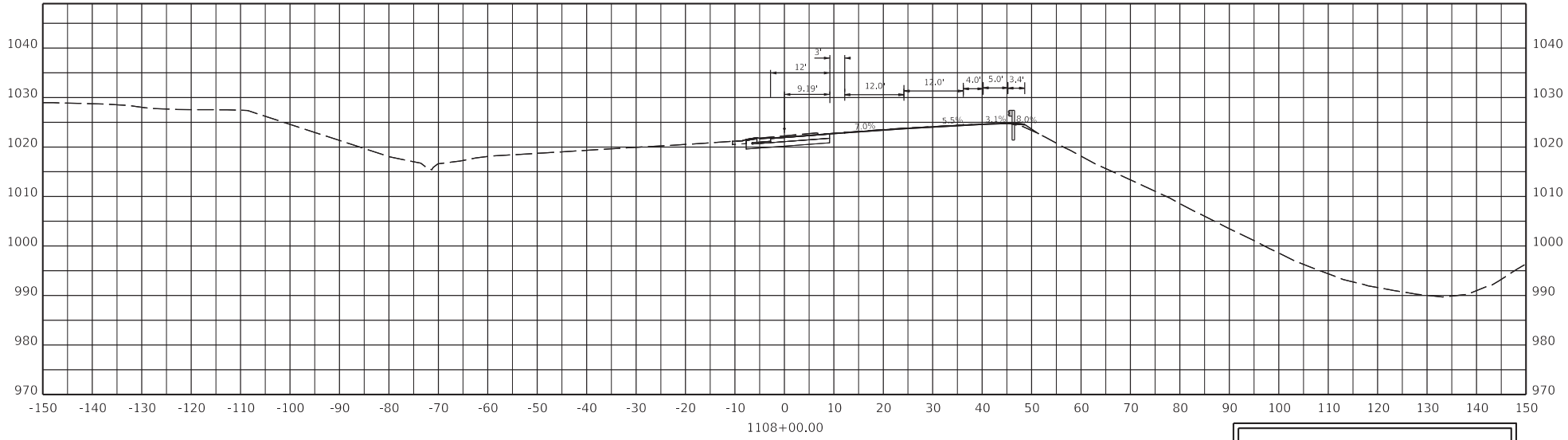
HORIZONTAL SCALE
SCALE: 1" = 10'

0' 10' 20' 40'

STA 1106+50 TO 1107+00

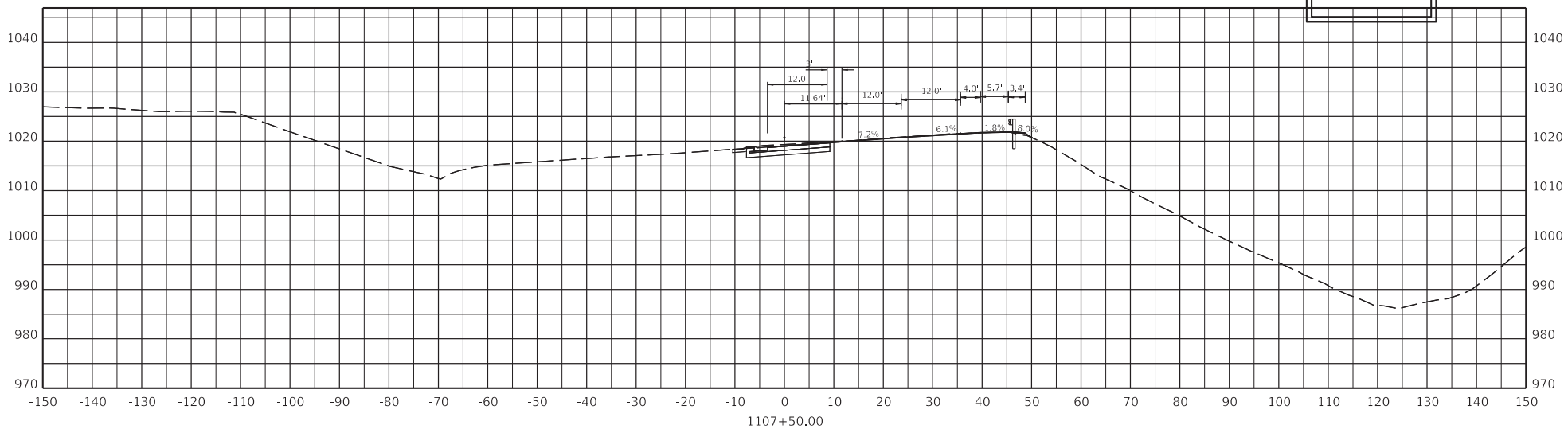
ITEM NO. 12-9016.00 COUNTY OF Pike
SHEET NO. X3

DATE PLOTTED: 5/17/2022 12:49:47 PM
FILE NAME: C:\PW_WORKDIR\JAMES-FD0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN
USER: jamesf
OpenRoads Designer v10.16.0.80



1108+00.00

FOR INFORMATION ONLY



1107+50.00

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

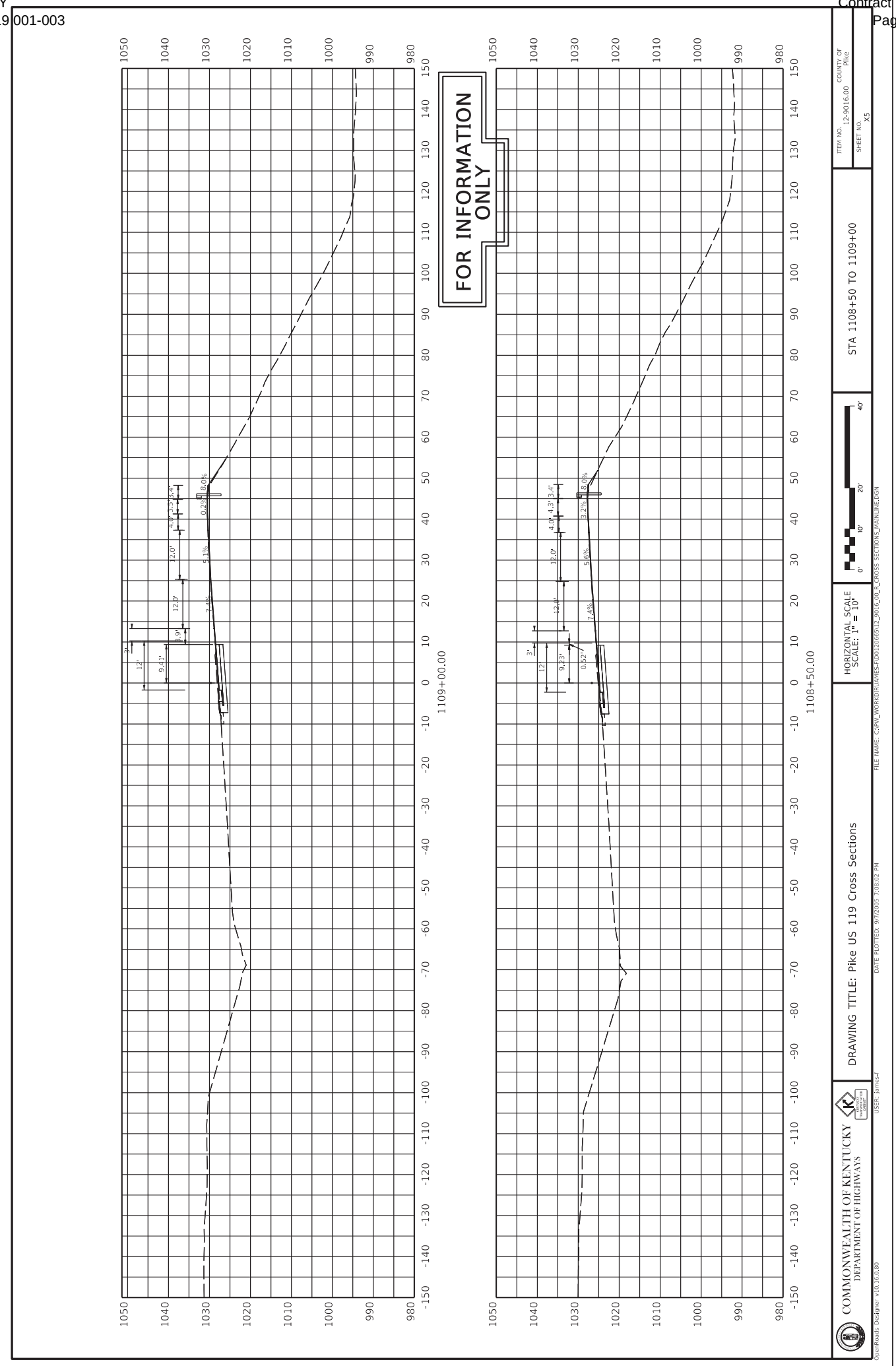
HORIZONTAL SCALE
SCALE: 1" = 10'

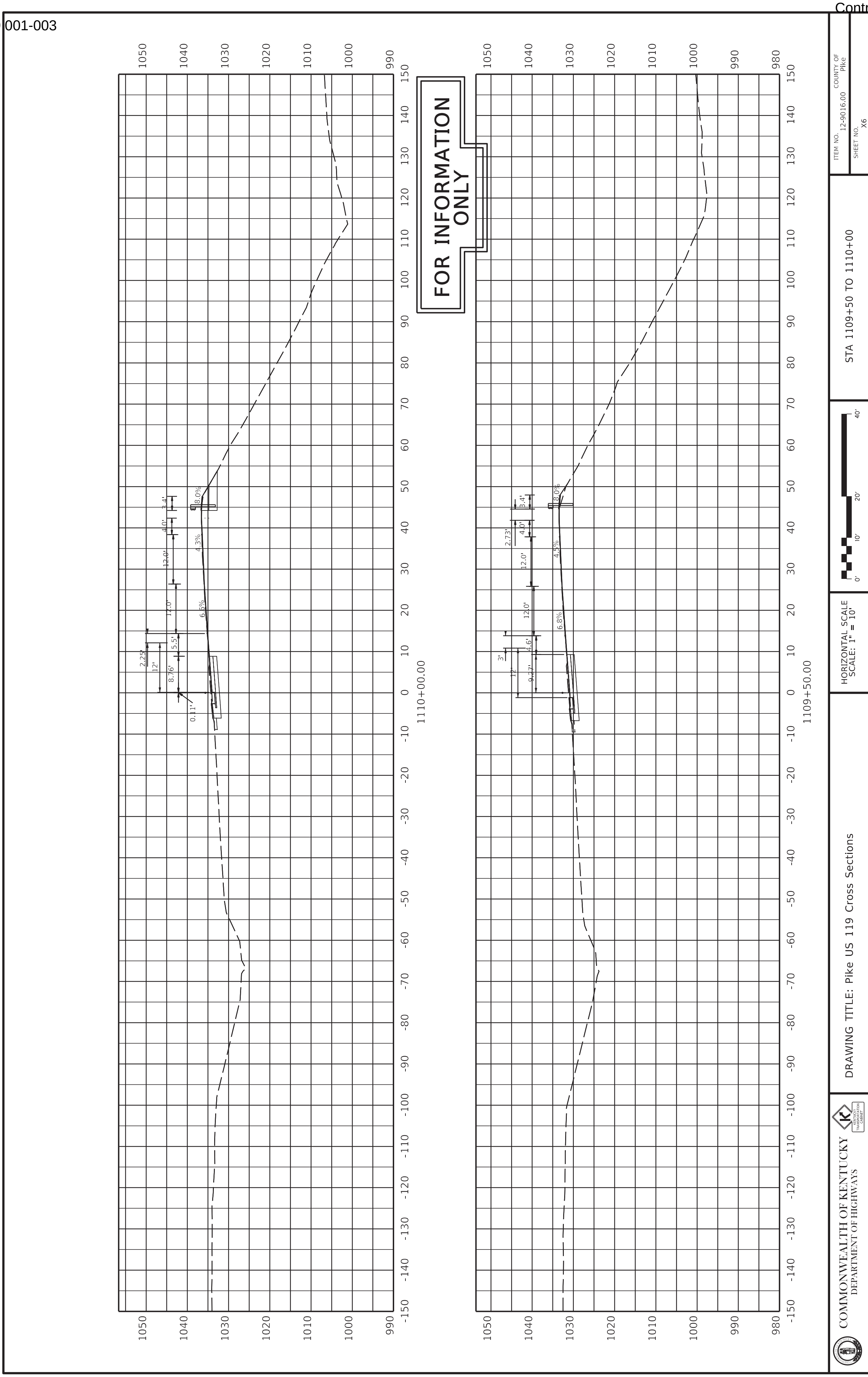
0' 10' 20' 40'

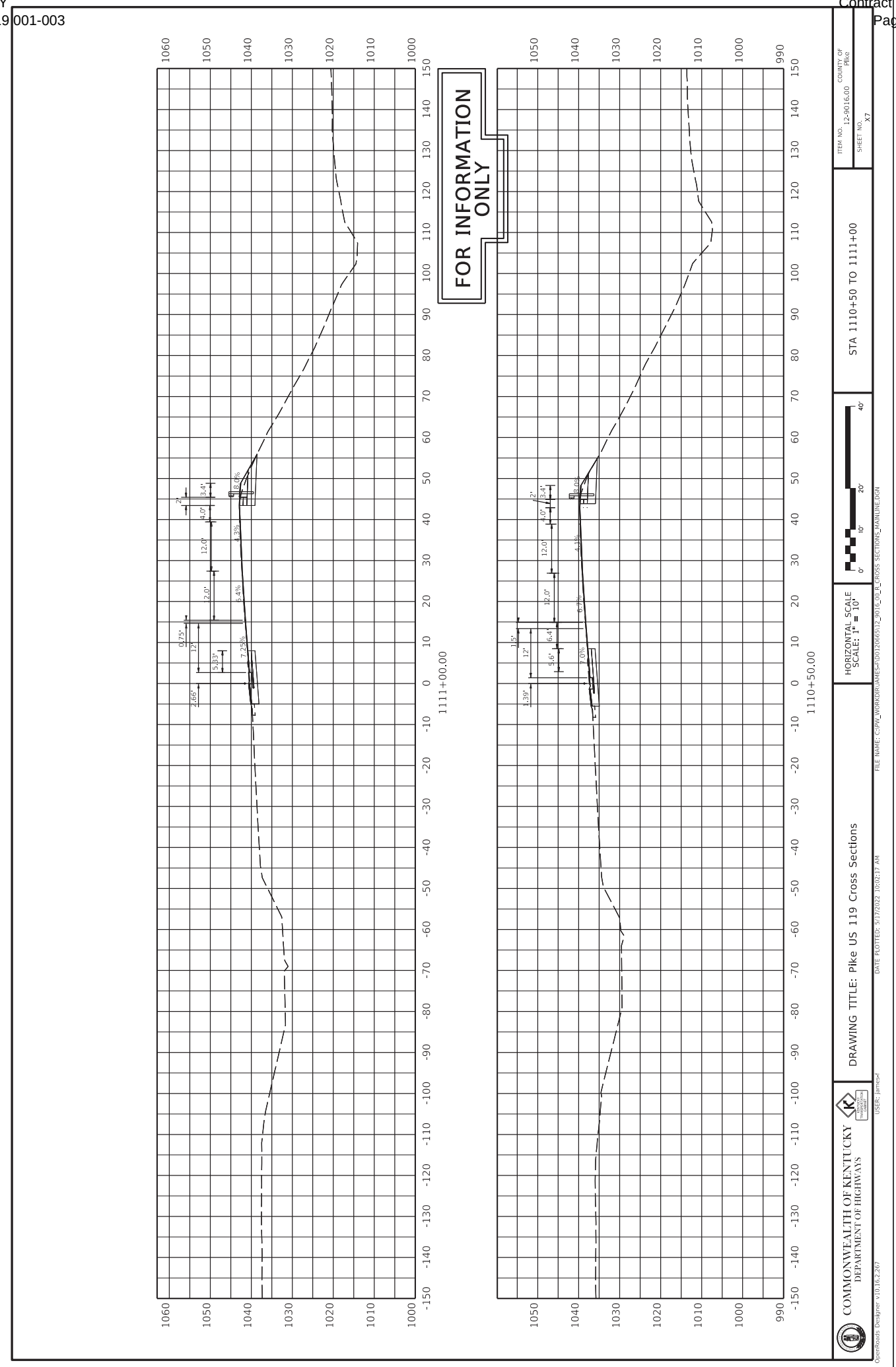
STA 1107+50 TO 1108+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X4

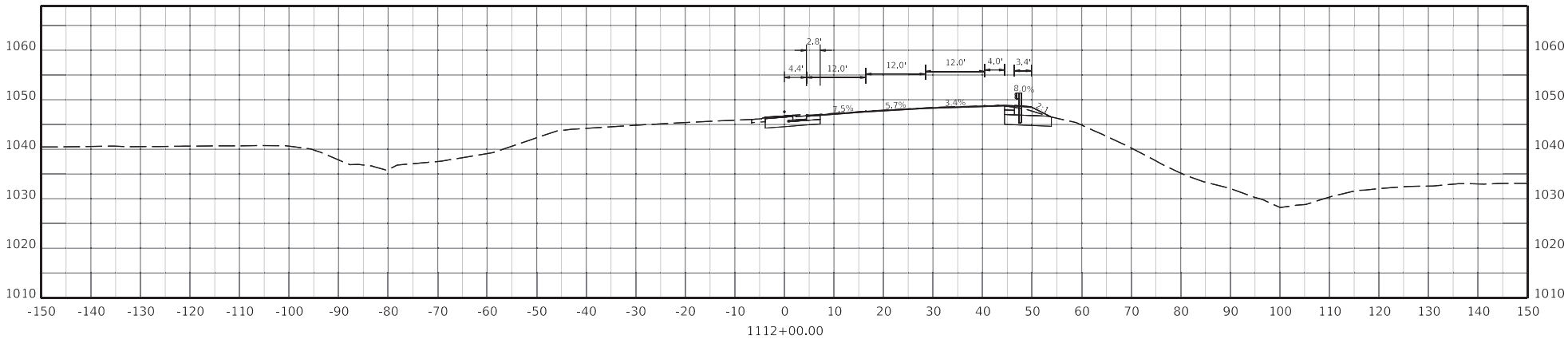
OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 7:26:44 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

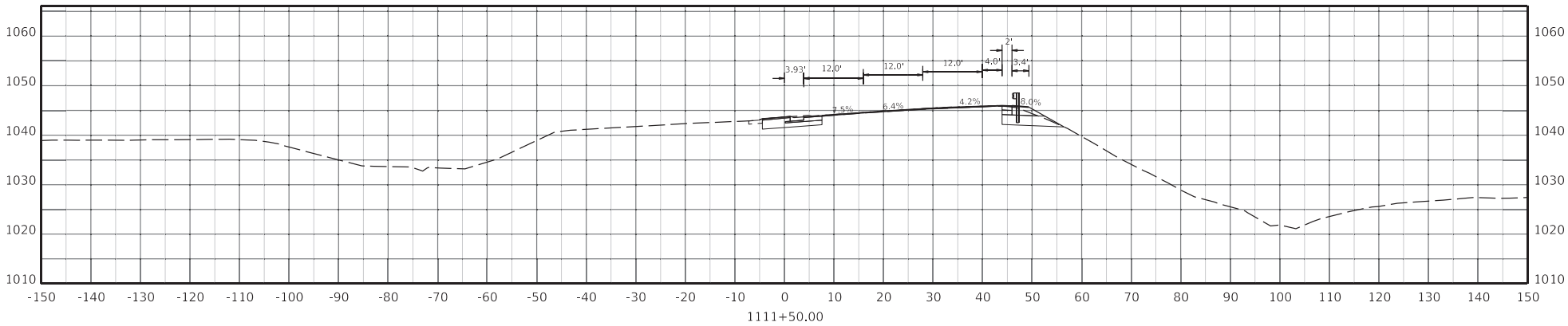

FOR INFORMATION ONLY
1109+00.00
1108+50.00
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
DRAWING TITLE: Pike US 119 Cross Sections
HORIZONTAL SCALE
SCALE: 1" = 10'
STA 1108+50 TO 1109+00
ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X5
FILE NAME: C:\PW_WORKDIR\JAMES-FD0\12066\5\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN
DATE PLOTTED: 9/7/2005 7:08:02 PM
USER: jamesf
OpenRoads Designer v10.16.0.80


FOR INFORMATION ONLY
1110+00.00
1109+50.00
ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X6
STA 1109+50 TO 1110+00
HORIZONTAL SCALE
SCALE: 1" = 10'
DRAWING TITLE: Pike US 119 Cross Sections
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS


FOR INFORMATION ONLY
1111+00.00
1110+50.00
2'
3.4'
4.0'
12.0'
2.0'
0.75'
12'
5.83'
2.66'
8.0%
8.3%
6.4%
7.25%
1.5'
1.39'
5.6'
6.4'
7.0%
4.1%
6.7%
HORIZONTAL SCALE
SCALE: 1" = 10'
0'
10'
20'
40'
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
DRAWING TITLE: Pike US 119 Cross Sections
STA 1110+50 TO 1111+00
ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X7
USER: jamesf
DATE PLOTTED: 5/17/2022 10:02:17 AM
FILE NAME: C:\PW_WORKDIR\JAMESF\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN
OpenRoads Designer v10.16.2.267

FOR INFORMATION ONLY





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

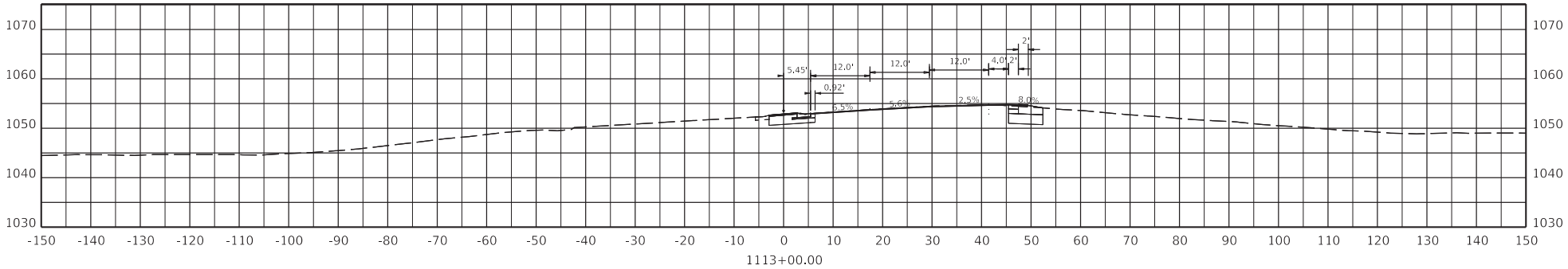
0' 10' 20' 40'

STA 1111+50 TO 1112+00

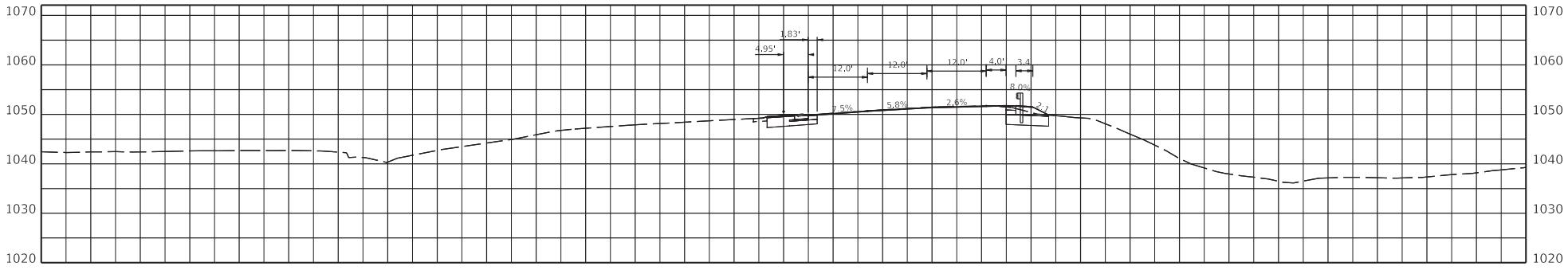
ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X8

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



1113+00.00



1112+50.00

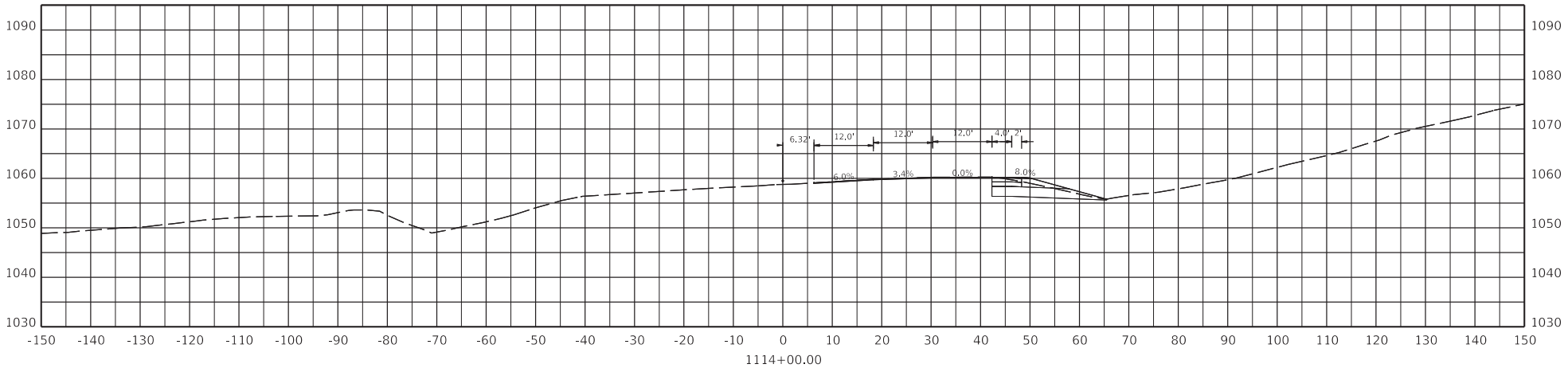
COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS	DRAWING TITLE: Pike US 119 Cross Sections	HORIZONTAL SCALE SCALE: 1" = 10'	STA 1112+50 TO 1113+00	ITEM NO. 12-9016.00 COUNTY OF Pike SHEET NO. X9

0' 10' 20' 40'

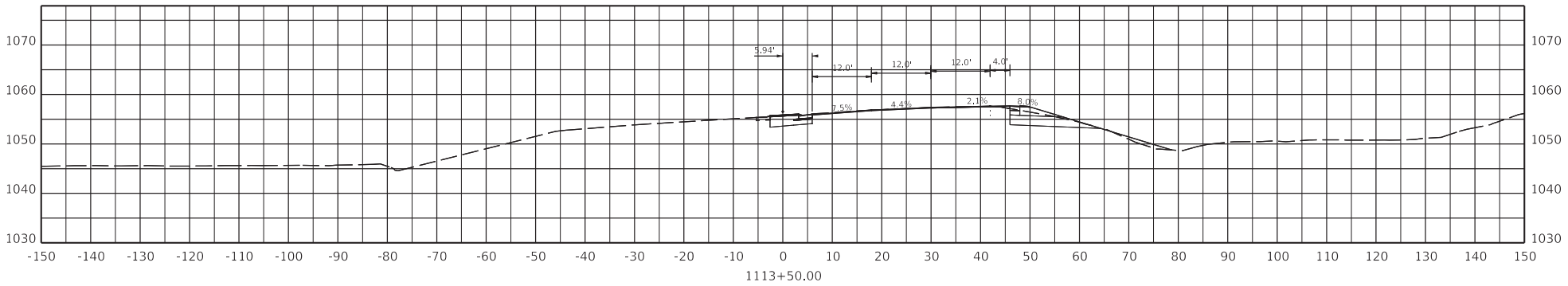
OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 2:01:48 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

NOTE: 1113+54 ENDS TERRAIN FROM SURVEY.
ALL CROSS SECTIONS AFTER 1113+54
ARE CUT FROM KENTUCKY STATEWIDE LIDAR TERRAIN

FOR INFORMATION ONLY



1114+00.00



1113+50.00

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

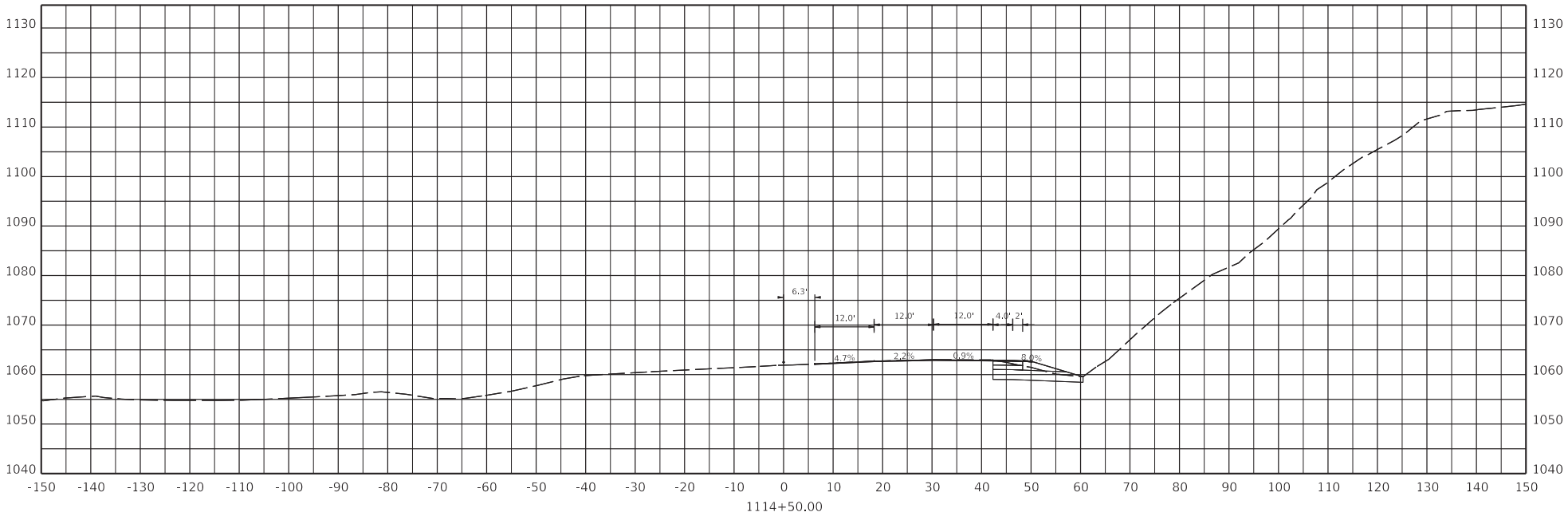
0' 10' 20' 40'

STA 1113+50 TO 1114+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X10

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 10:35:33 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

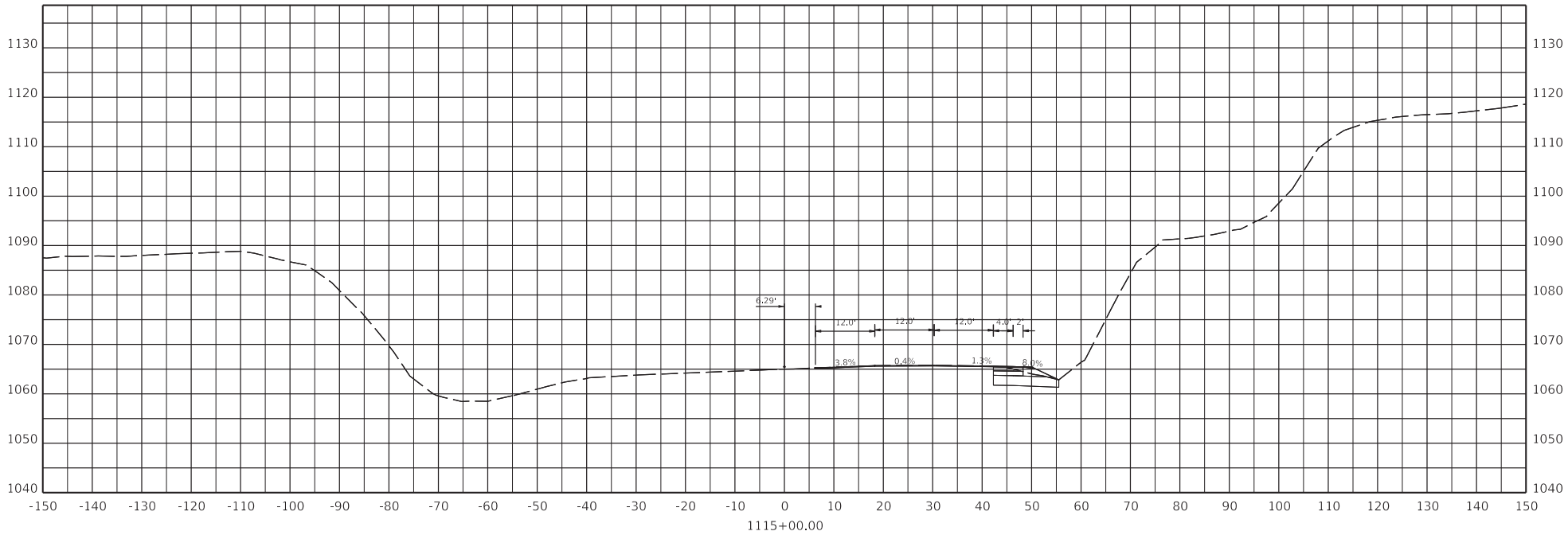
0' 10' 20' 40'

STA 1114+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X11

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

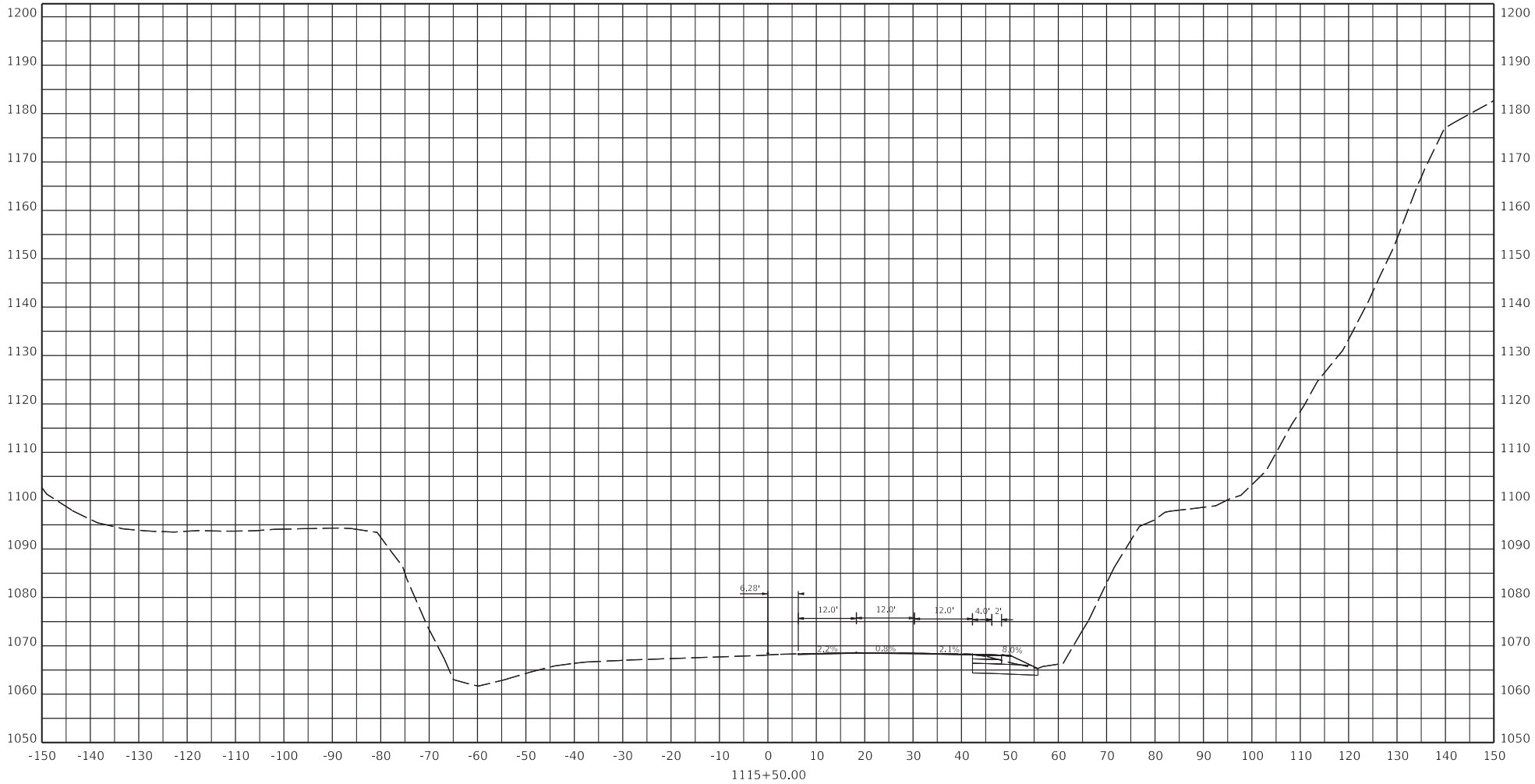
0' 10' 20' 40'

STA 1115+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X12

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 10:53:35 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

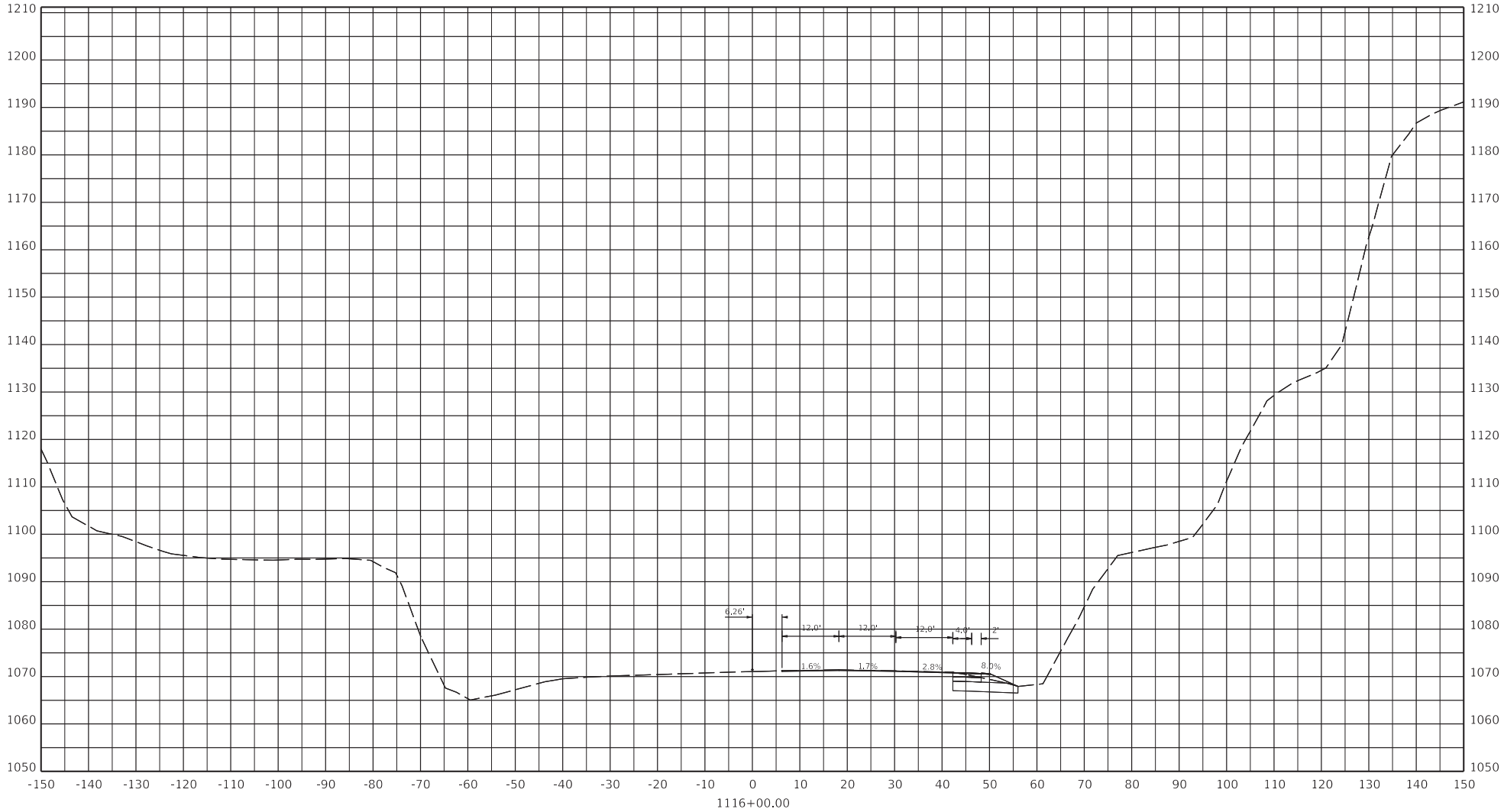
0' 10' 20' 40'

STA 1115+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X13

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 10:53:35 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

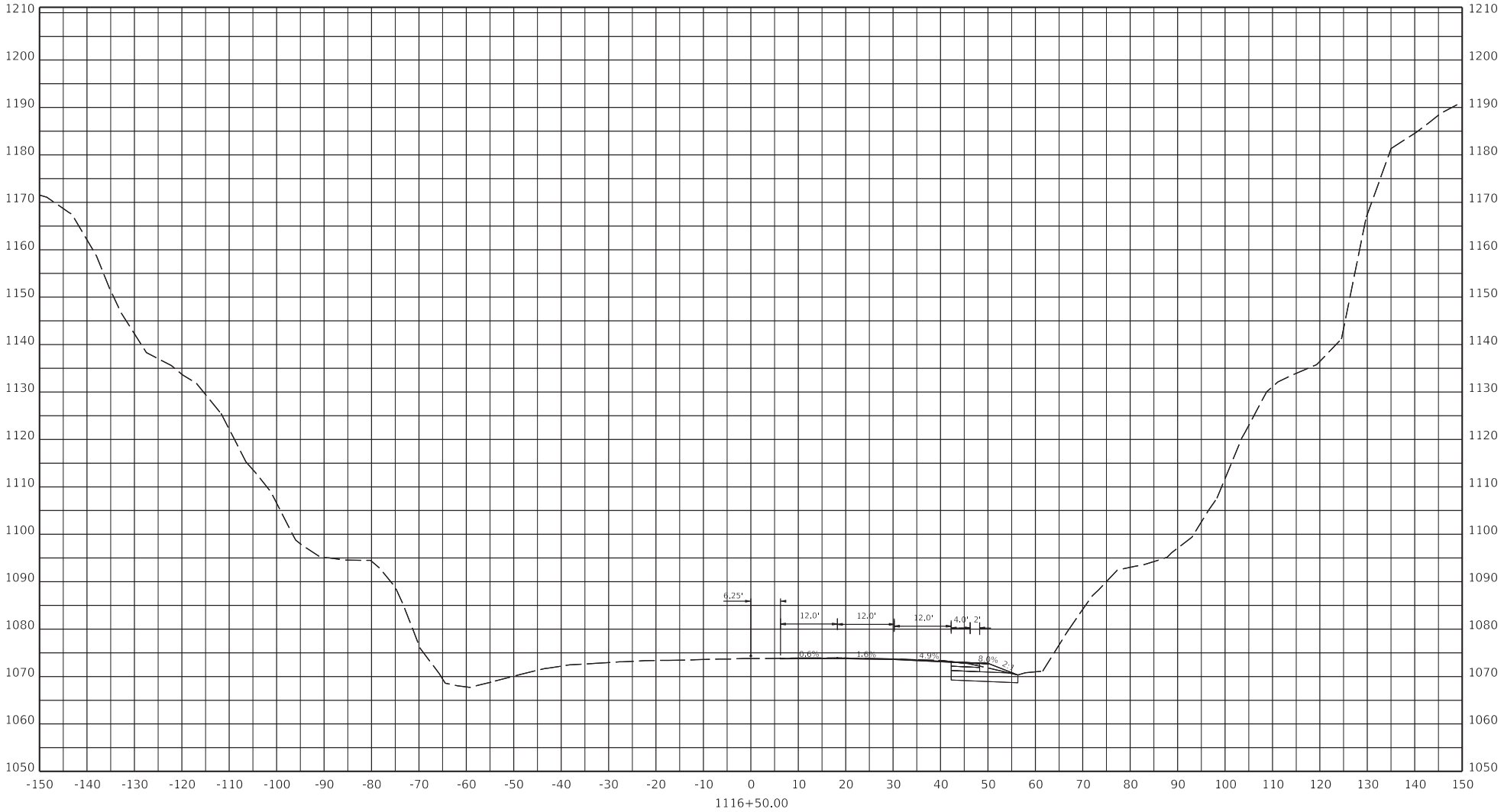
0' 10' 20' 40'

STA 1116+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X14

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 10:57:02 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

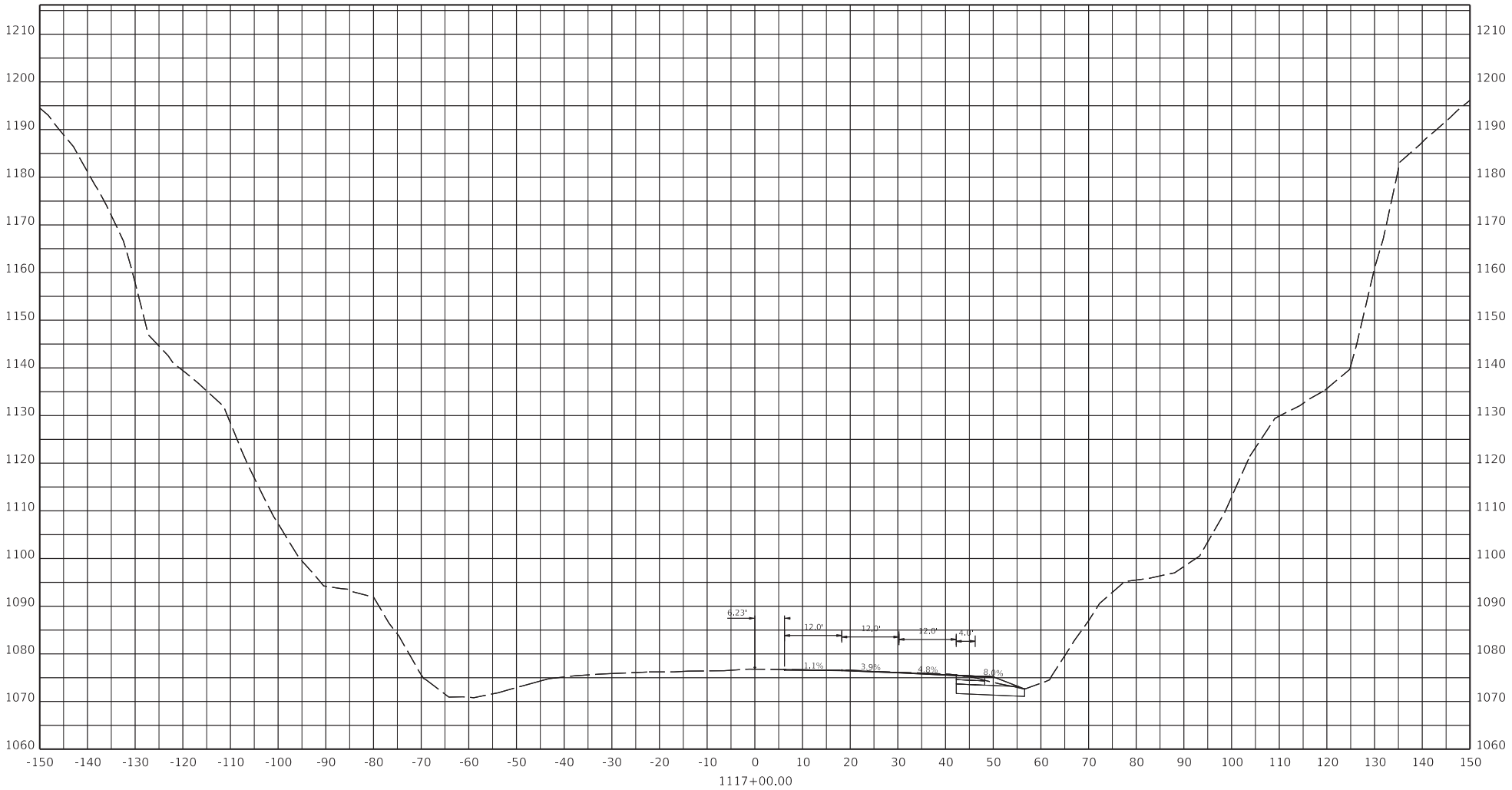
0' 10' 20' 40'

STA 1116+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X15

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 10:59:04 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

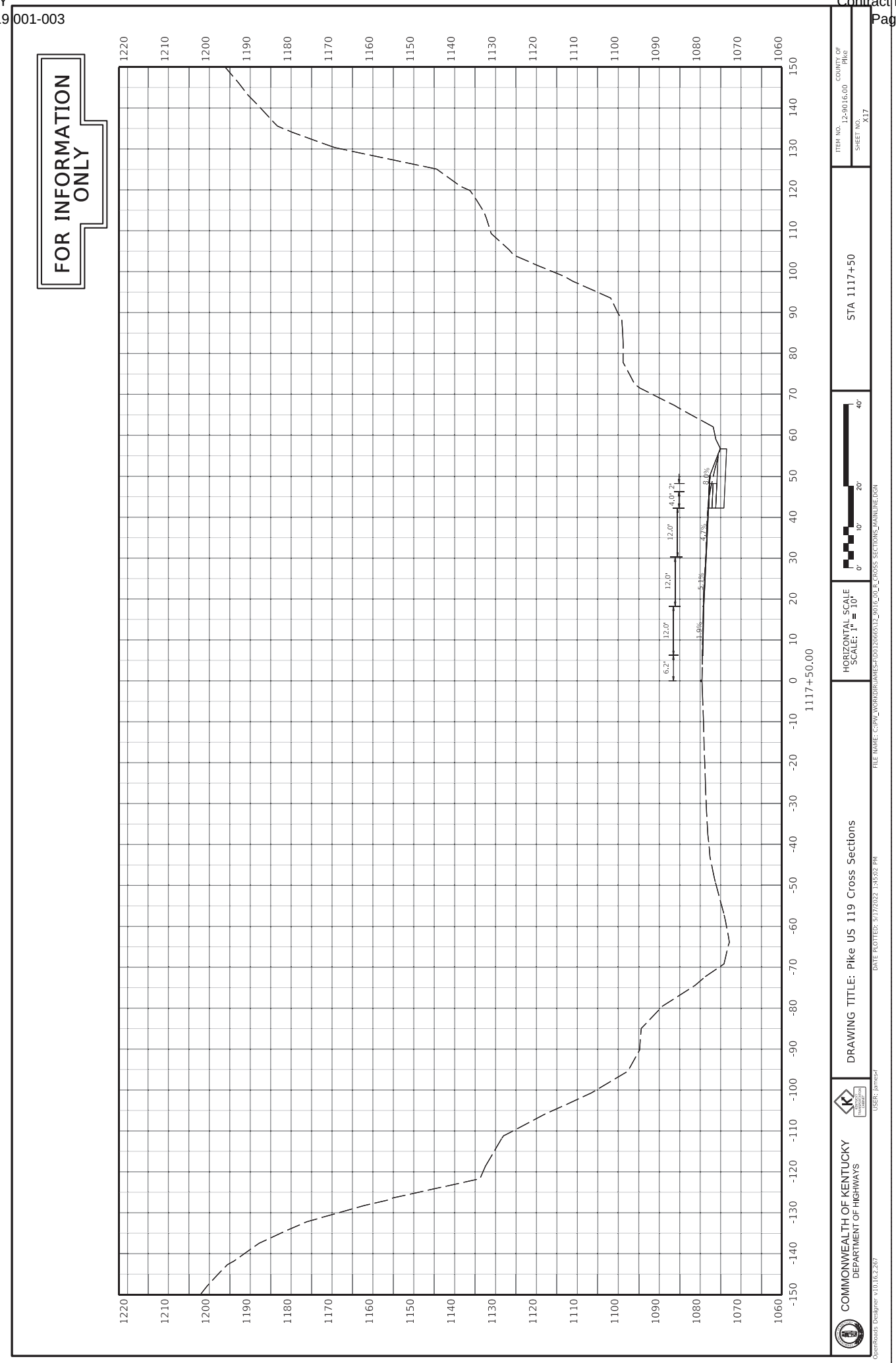
HORIZONTAL SCALE
SCALE: 1" = 10'

0' 10' 20' 40'

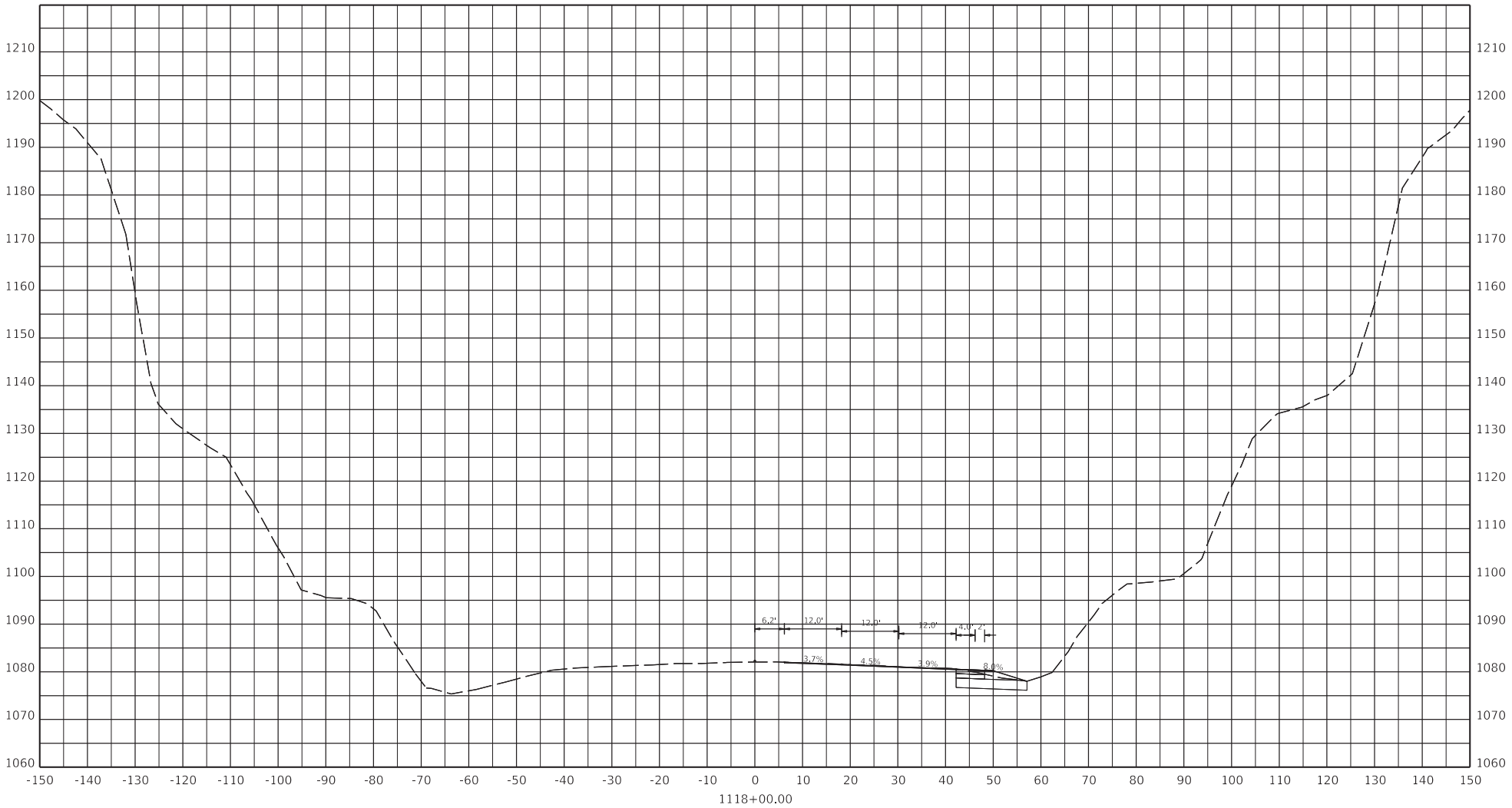
STA 1117+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X16

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN


FOR INFORMATION ONLY
1117+50.00
6.2'
12.0'
12.0'
12.0'
12.0'
4.0'
2'
-1.9%
-5.1%
-4.7%
-8.0%
HORIZONTAL SCALE
SCALE: 1" = 10'
0'
10'
20'
40'
STA 1117+50
ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X17
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
DRAWING TITLE: Pike US 119 Cross Sections
DATE PLOTTED: 5/17/2022 1:45:02 PM
FILE NAME: C:\PW_WORKDIR\JAMES-FD0\12066\112_9016_00_R_CROSS SECTIONS_MAINLINE.DGN
USER: jamesf
OpenRoads Designer v10.16.2.267

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

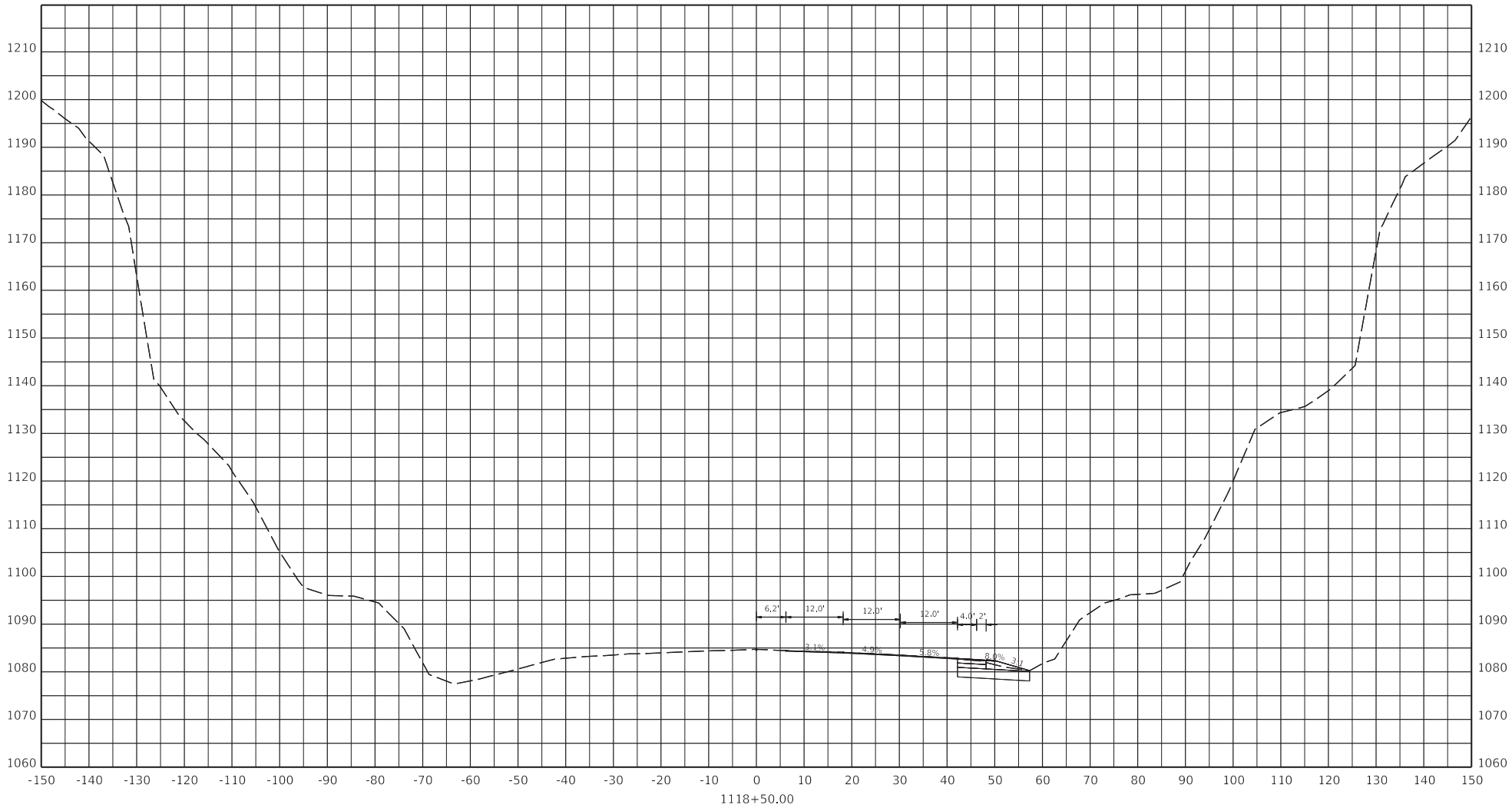
0' 10' 20' 40'

STA 1118+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X18

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

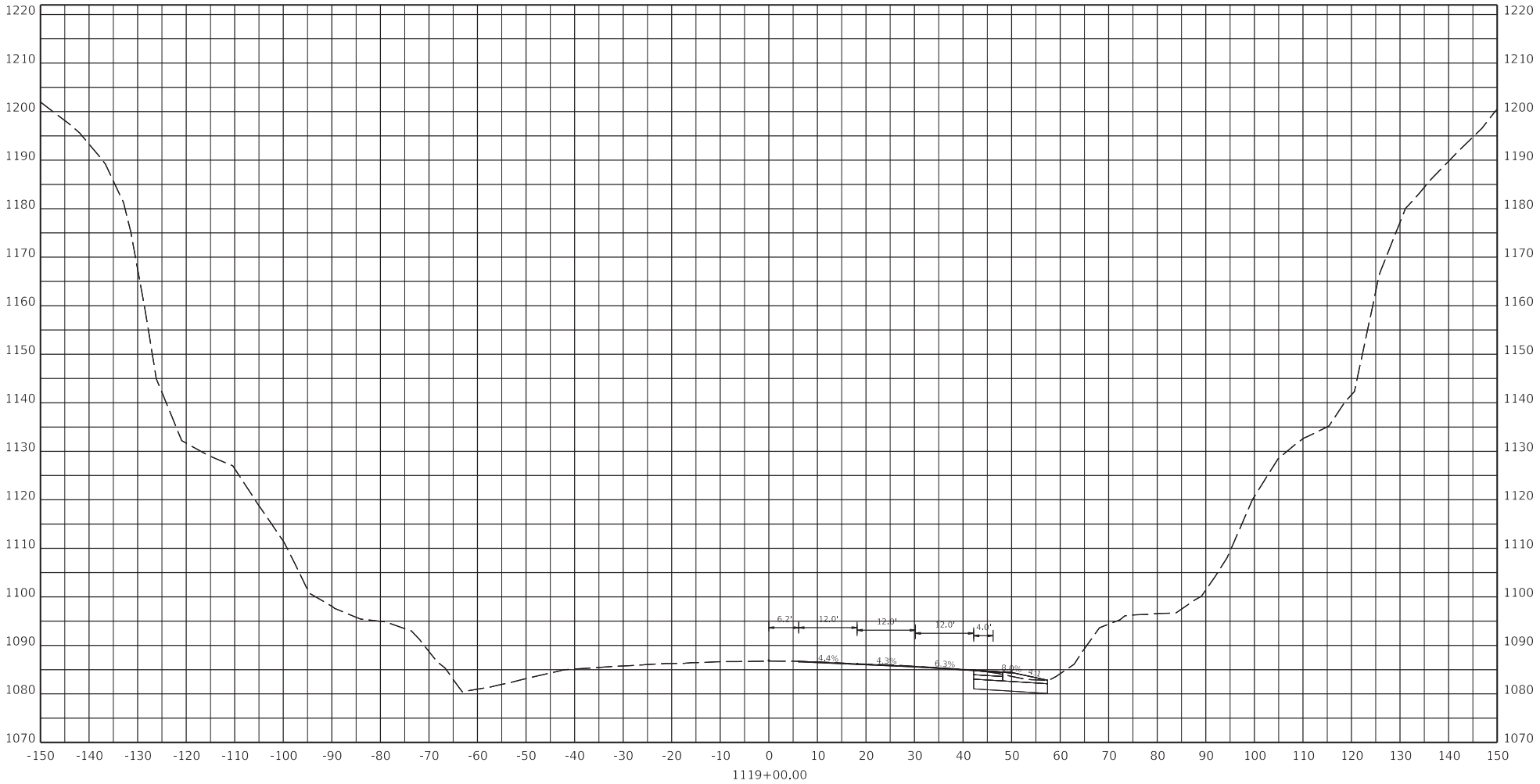
0' 10' 20' 40'

STA 1118+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X19

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 1:48:06 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

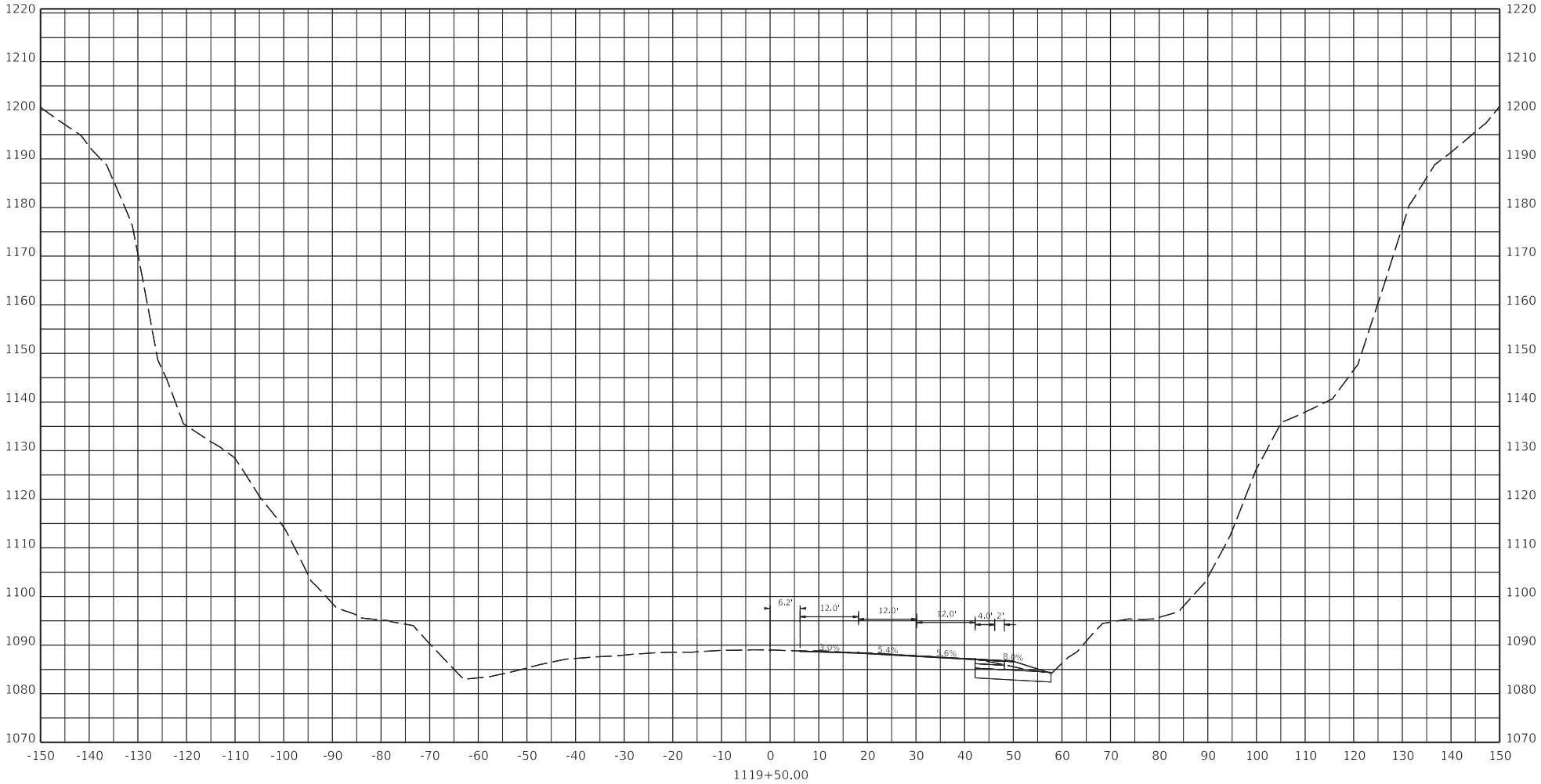
0' 10' 20' 40'

STA 1119+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X20

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 11:08:31 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

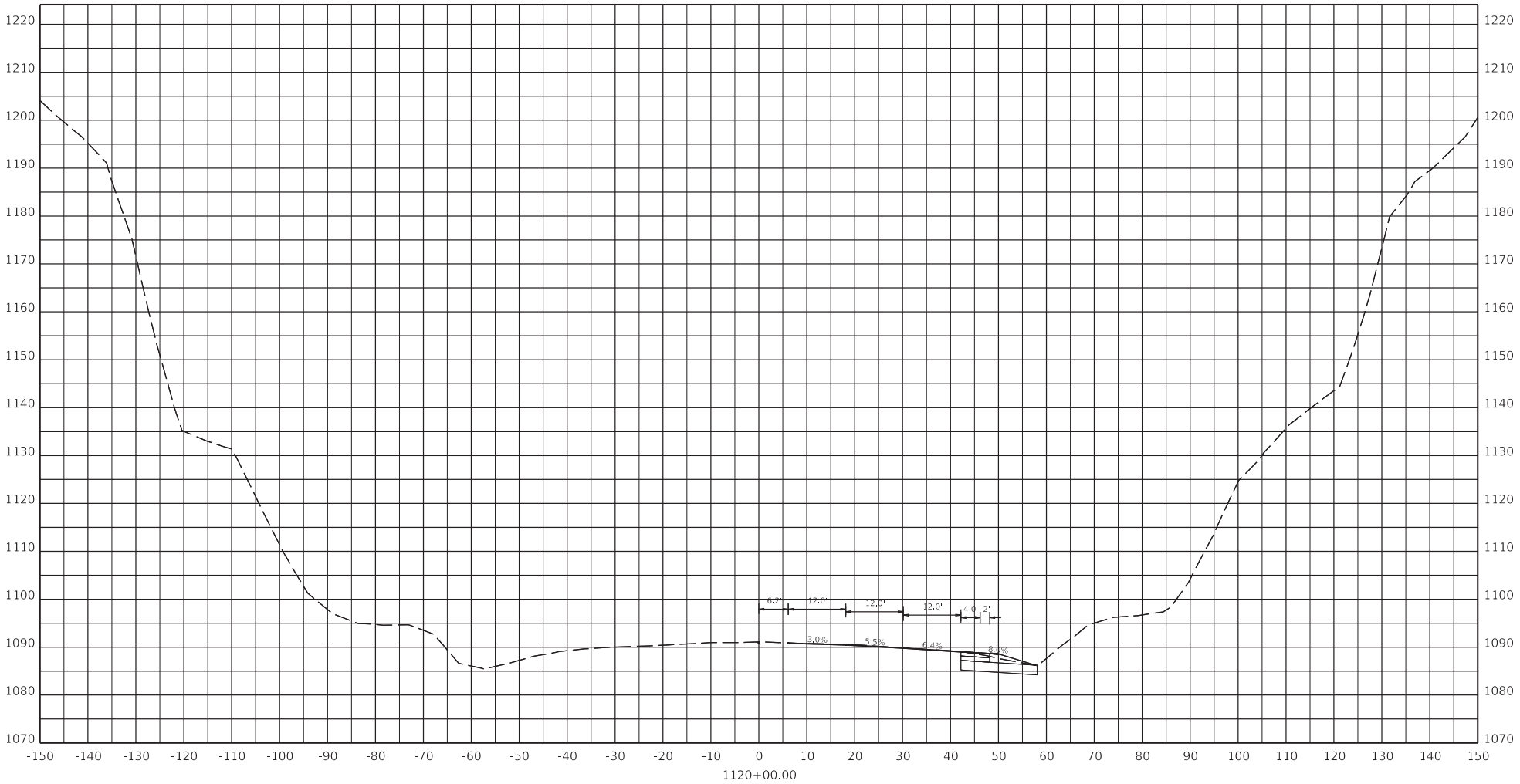
0' 10' 20' 40'

STA 1119+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X21

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 11:10:15 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

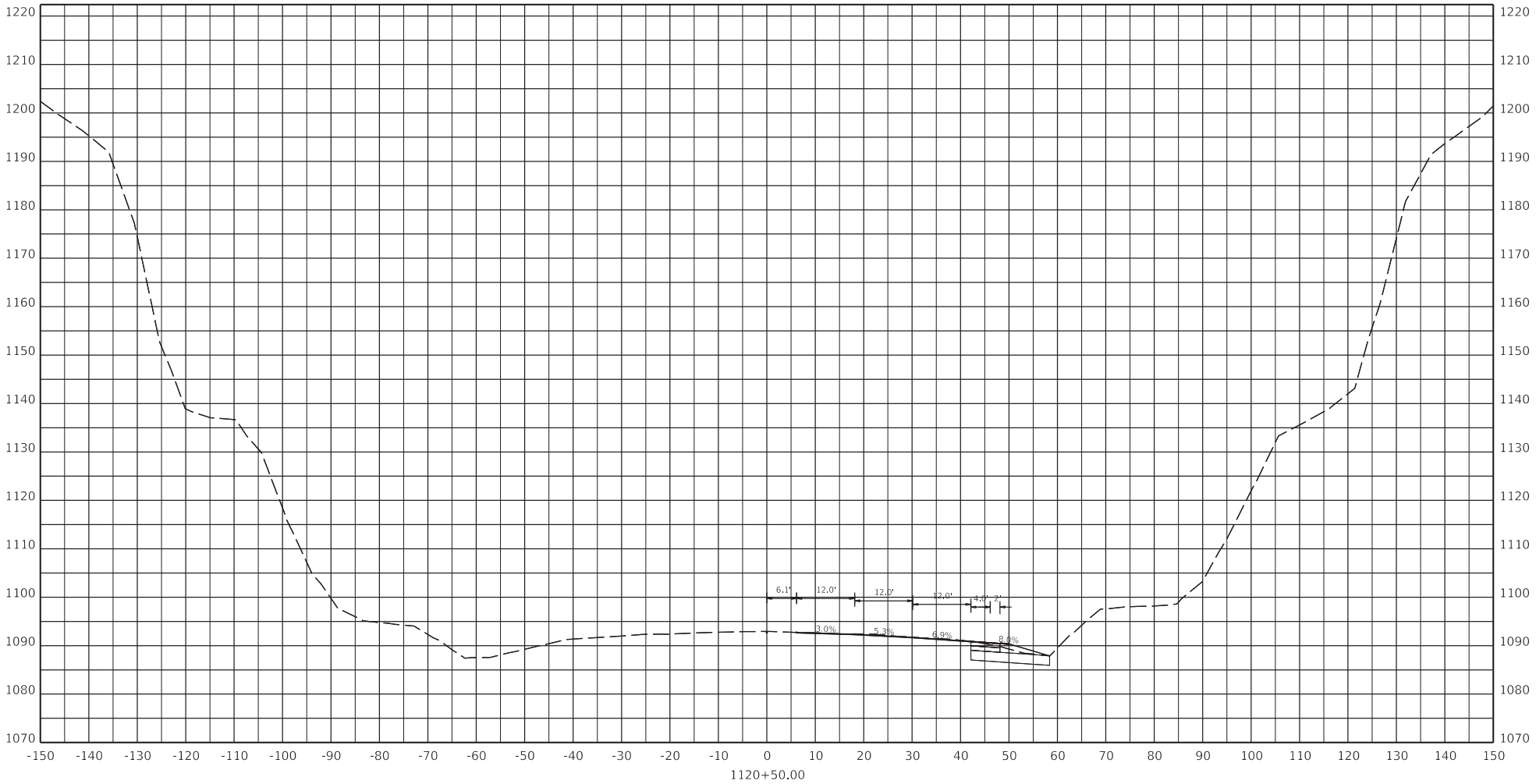
0' 10' 20' 40'

STA 1120+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X22

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 11:11:36 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

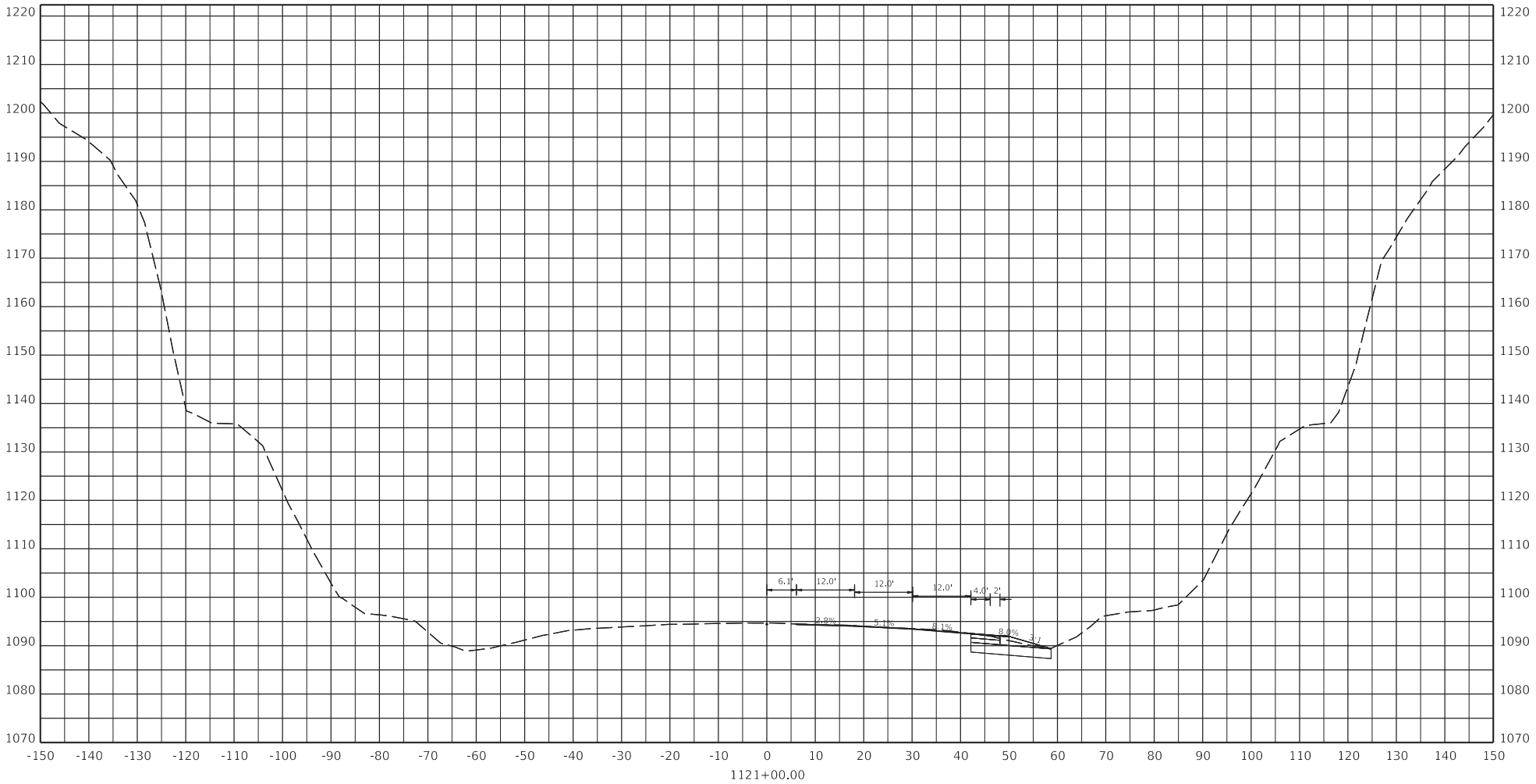
0' 10' 20' 40'

STA 1120+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X23

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 11:12:58 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

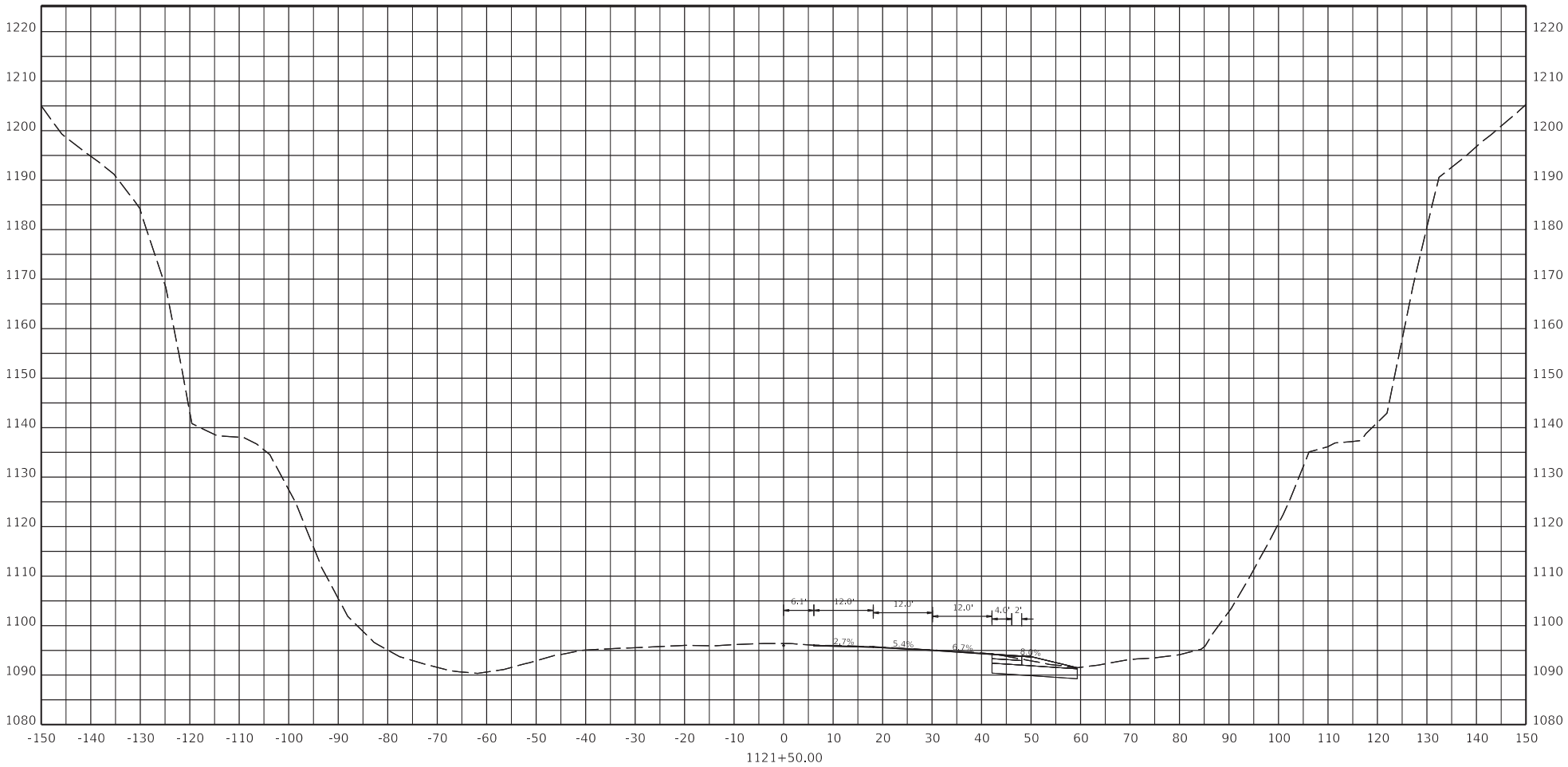
0' 10' 20' 40'

STA 1121+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X24

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 11:14:33 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

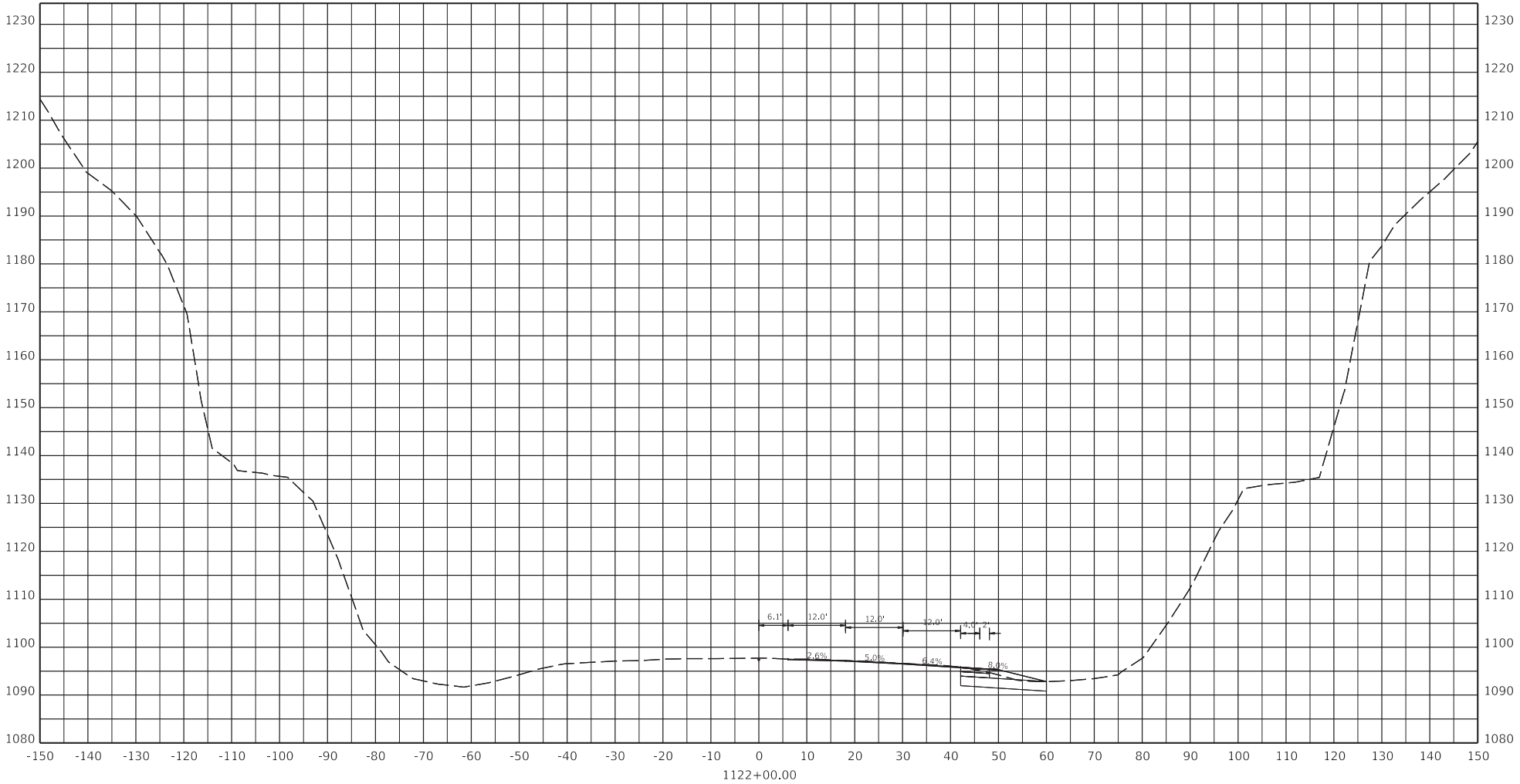
0' 10' 20' 40'

STA 1121+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X25

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 11:17:02 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

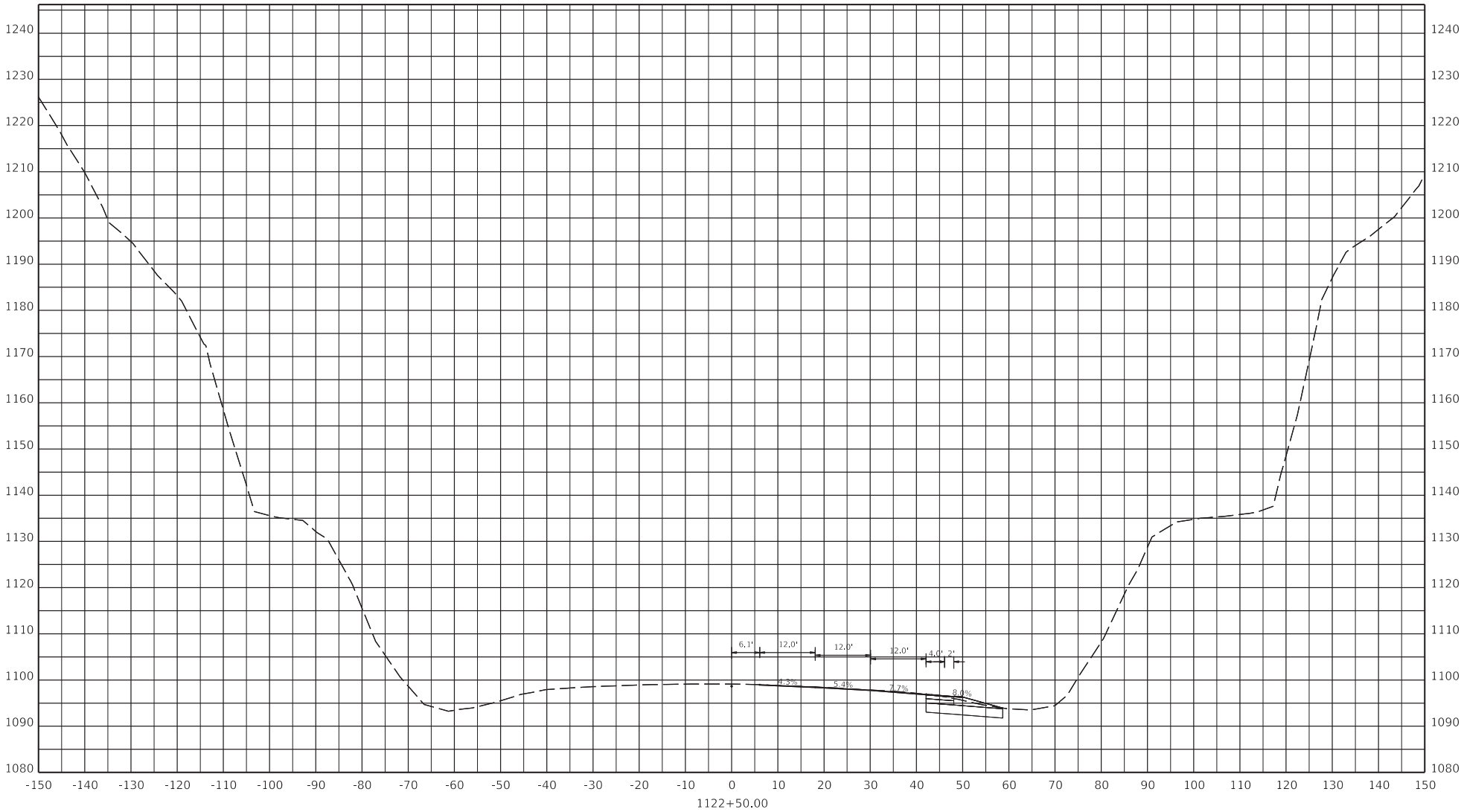
0' 10' 20' 40'

STA 1122+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X26

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 11:17:52 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

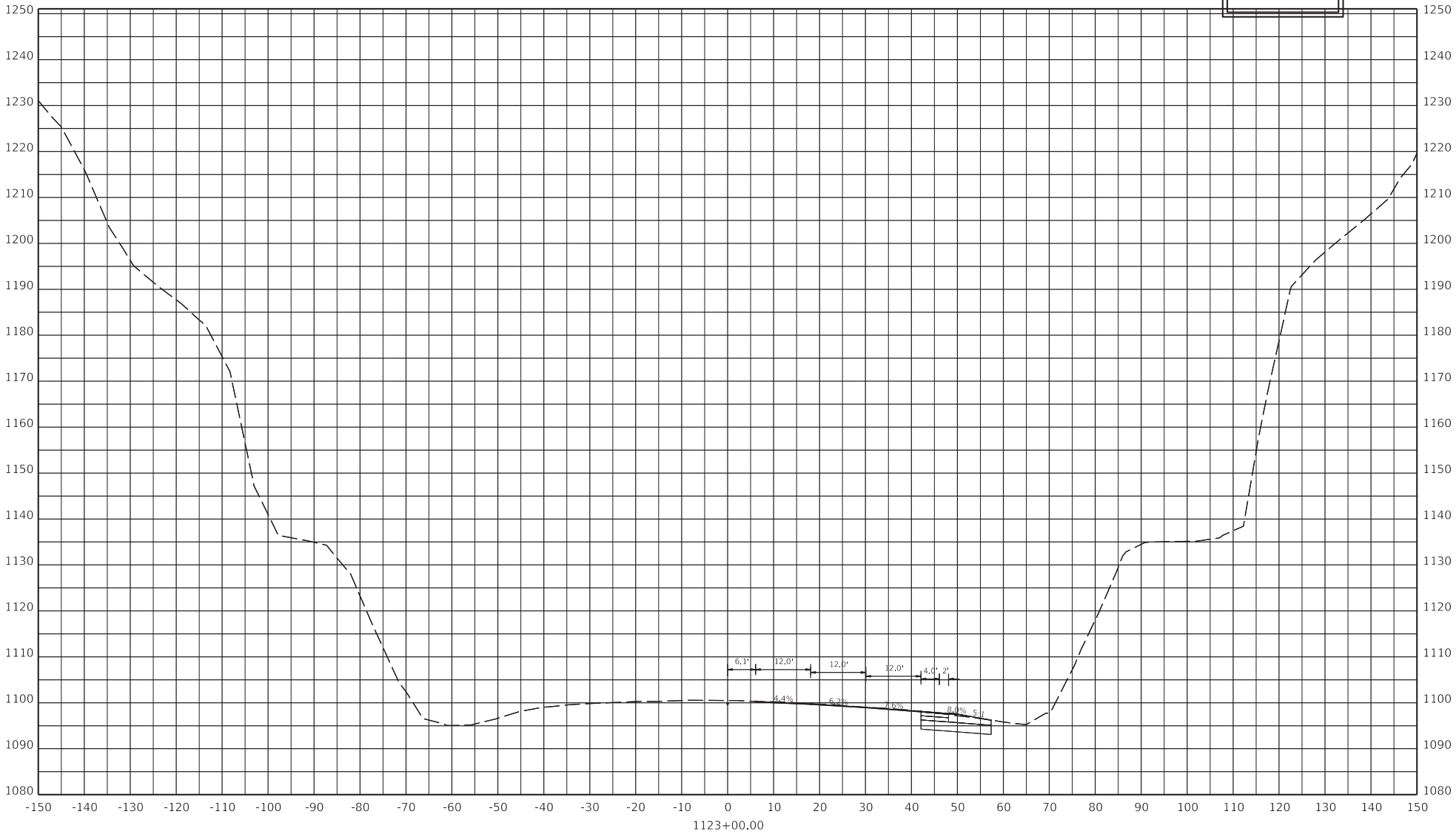
0' 10' 20' 40'

STA 1122+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X27

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 11:30:14 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

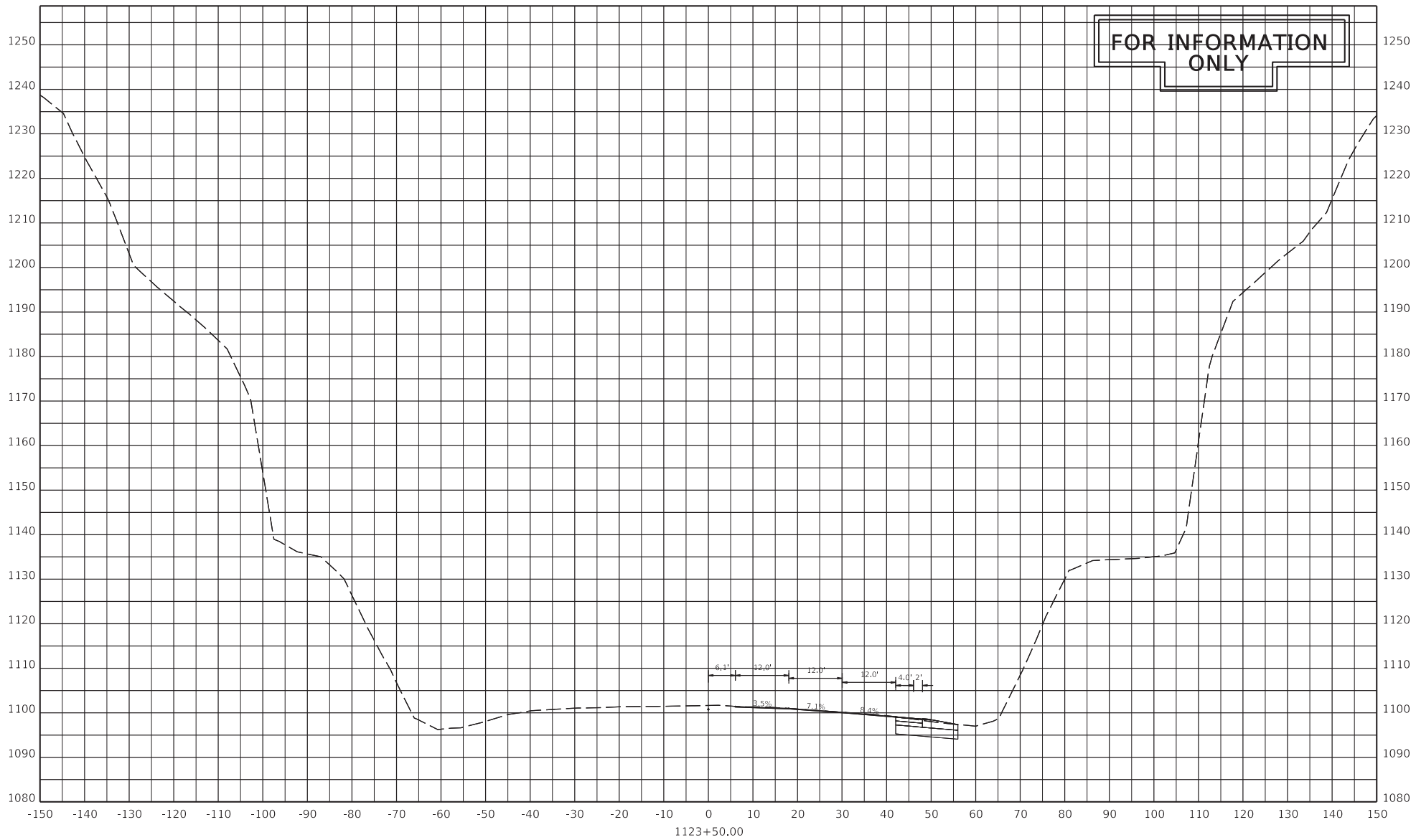
HORIZONTAL SCALE
SCALE: 1" = 10'

0' 10' 20' 40'

STA 1123+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X28

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 11:31:35 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

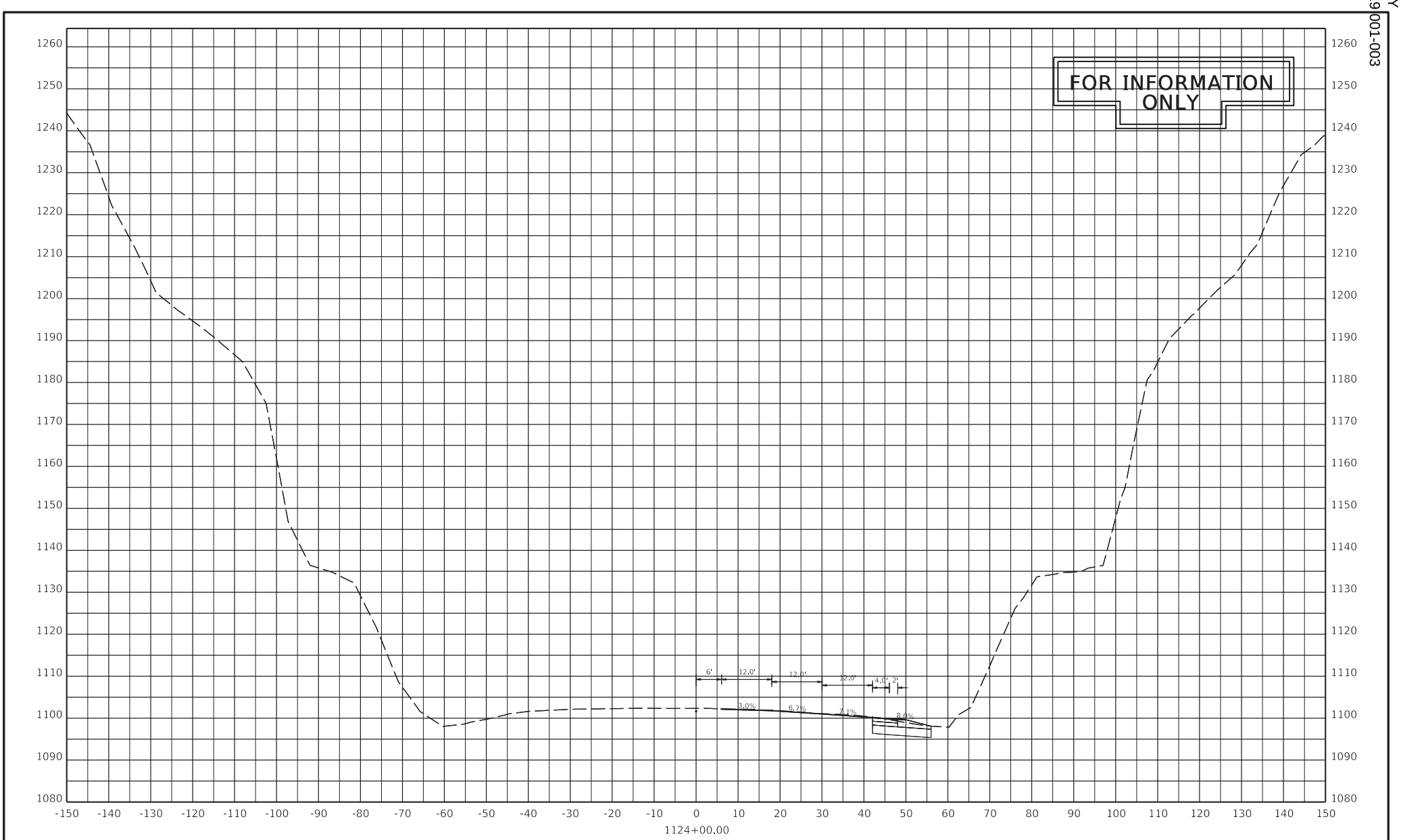
HORIZONTAL SCALE
SCALE: 1" = 10'

0' 10' 20' 40'

STA 1123+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X29

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

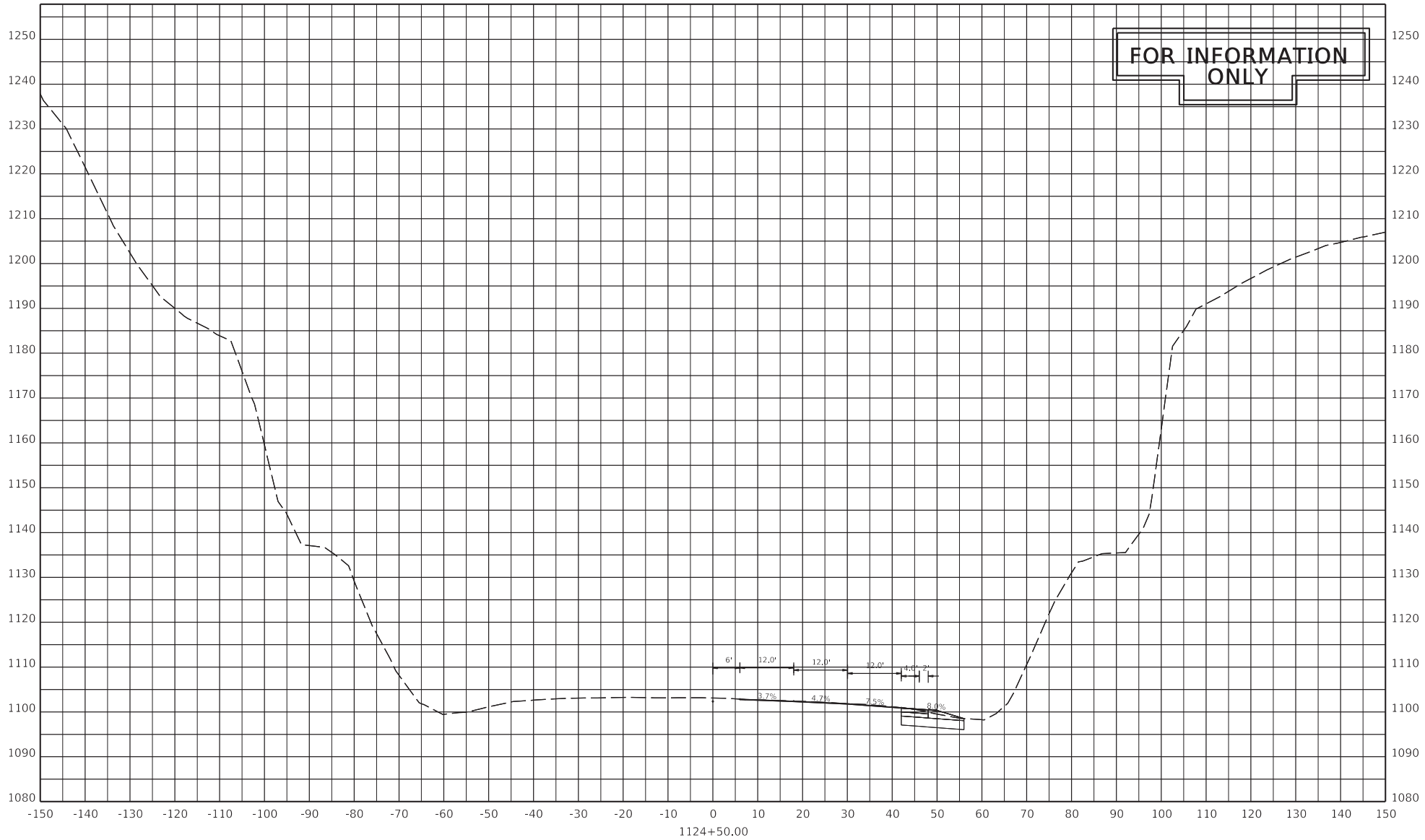
HORIZONTAL SCALE
SCALE: 1" = 10'

0' 10' 20' 40'

STA 1124+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X30

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

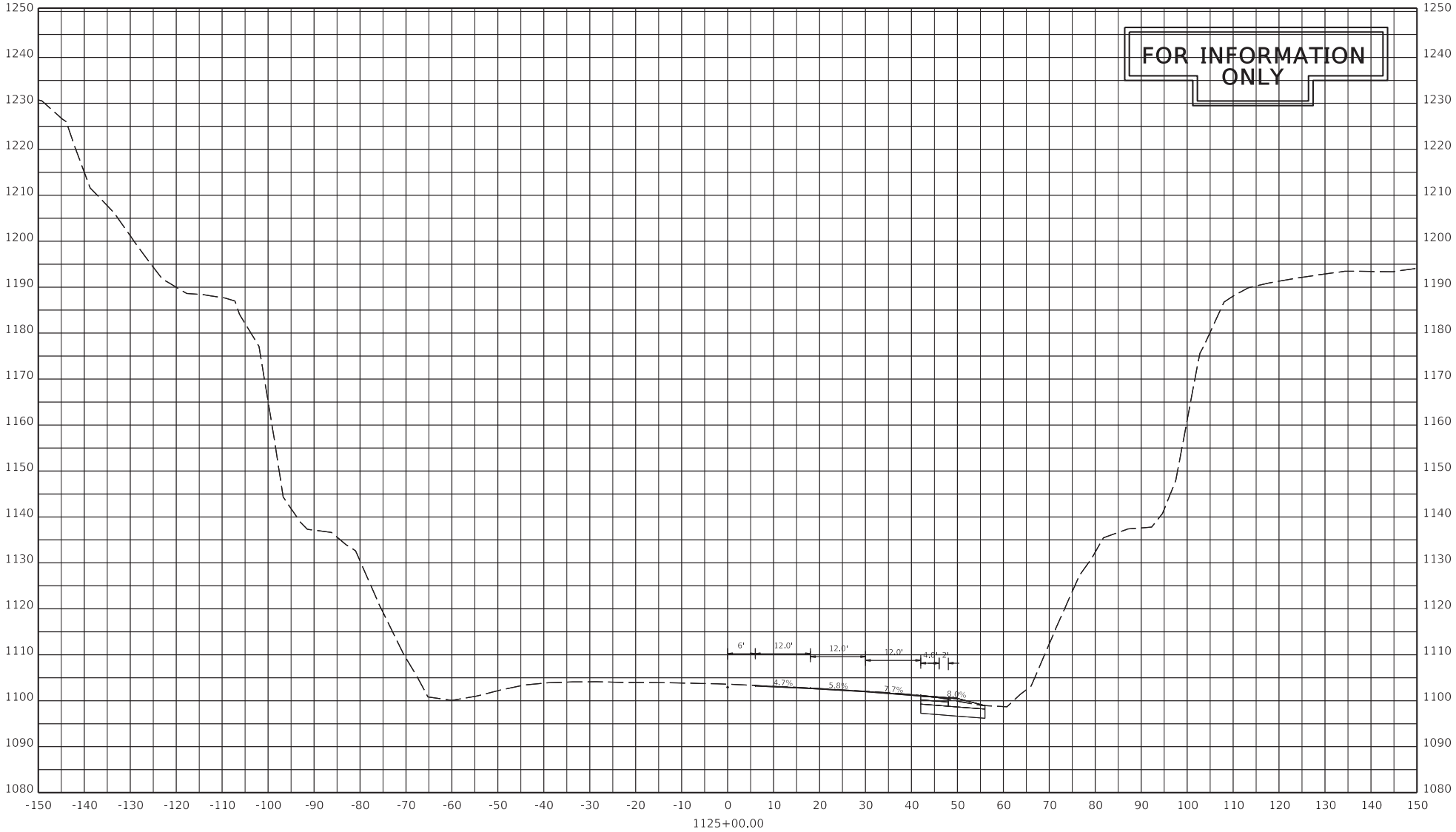
HORIZONTAL SCALE
SCALE: 1" = 10'

0' 10' 20' 40'

STA 1124+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X31

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

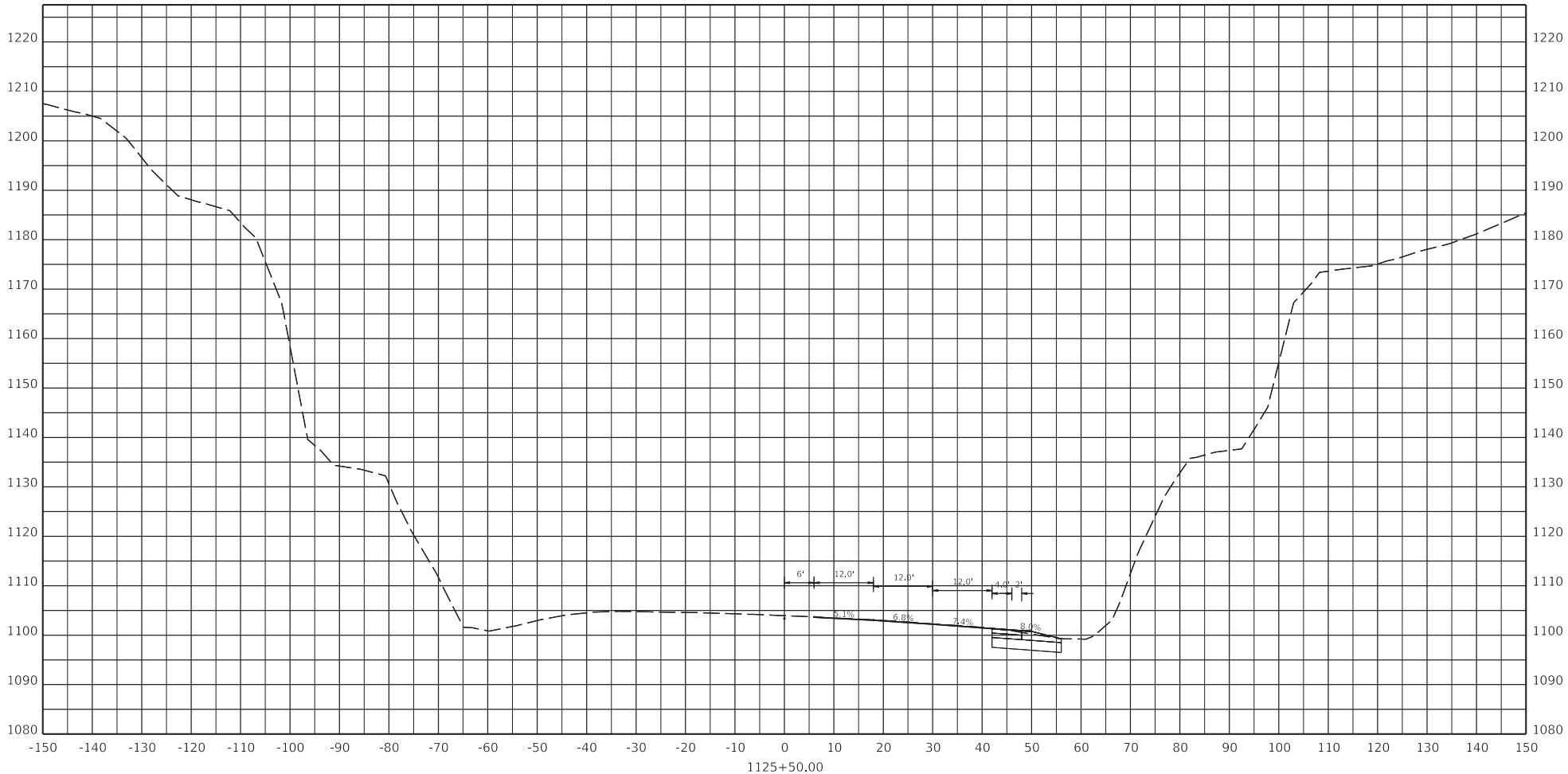
0' 10' 20' 40'

STA 1125+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X32

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

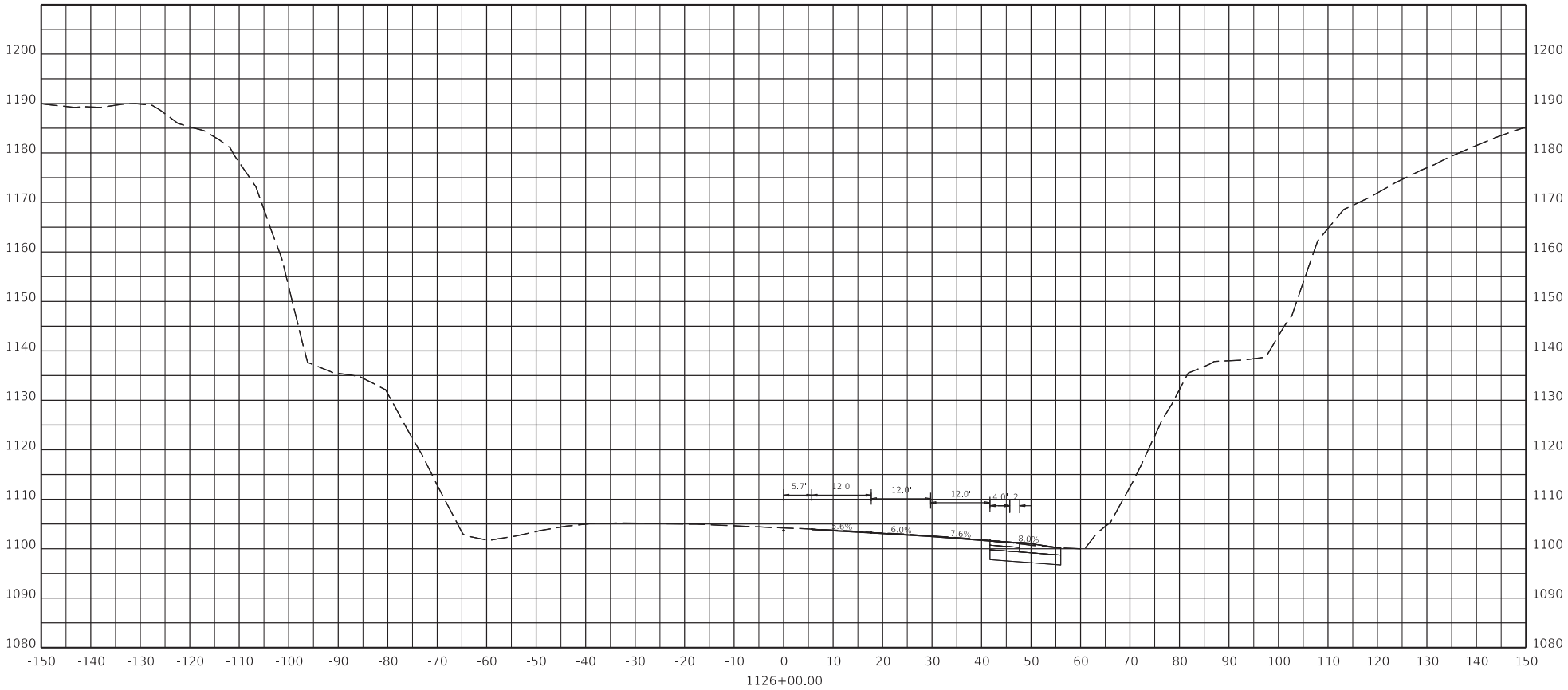
0' 10' 20' 40'

STA 1125+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X33

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

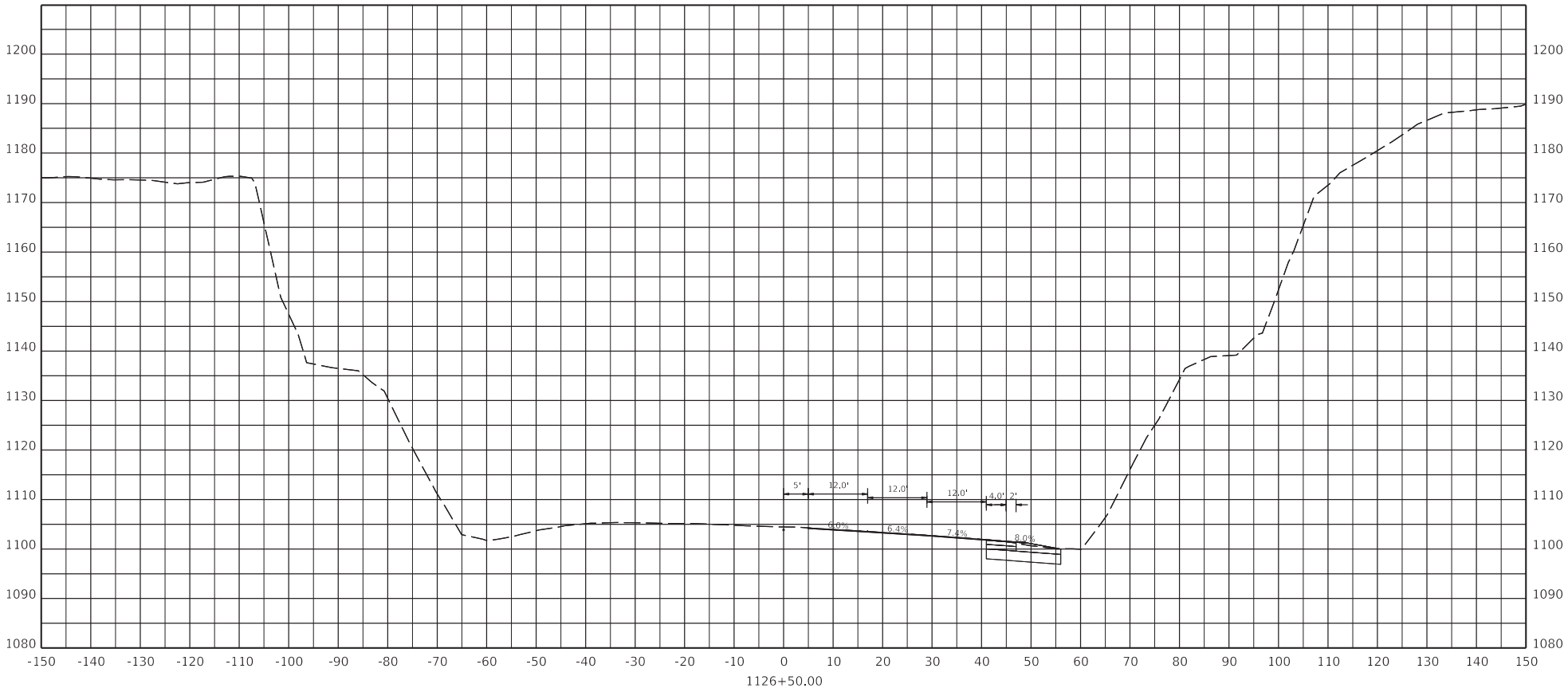
0' 10' 20' 40'

STA 1126+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X34

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

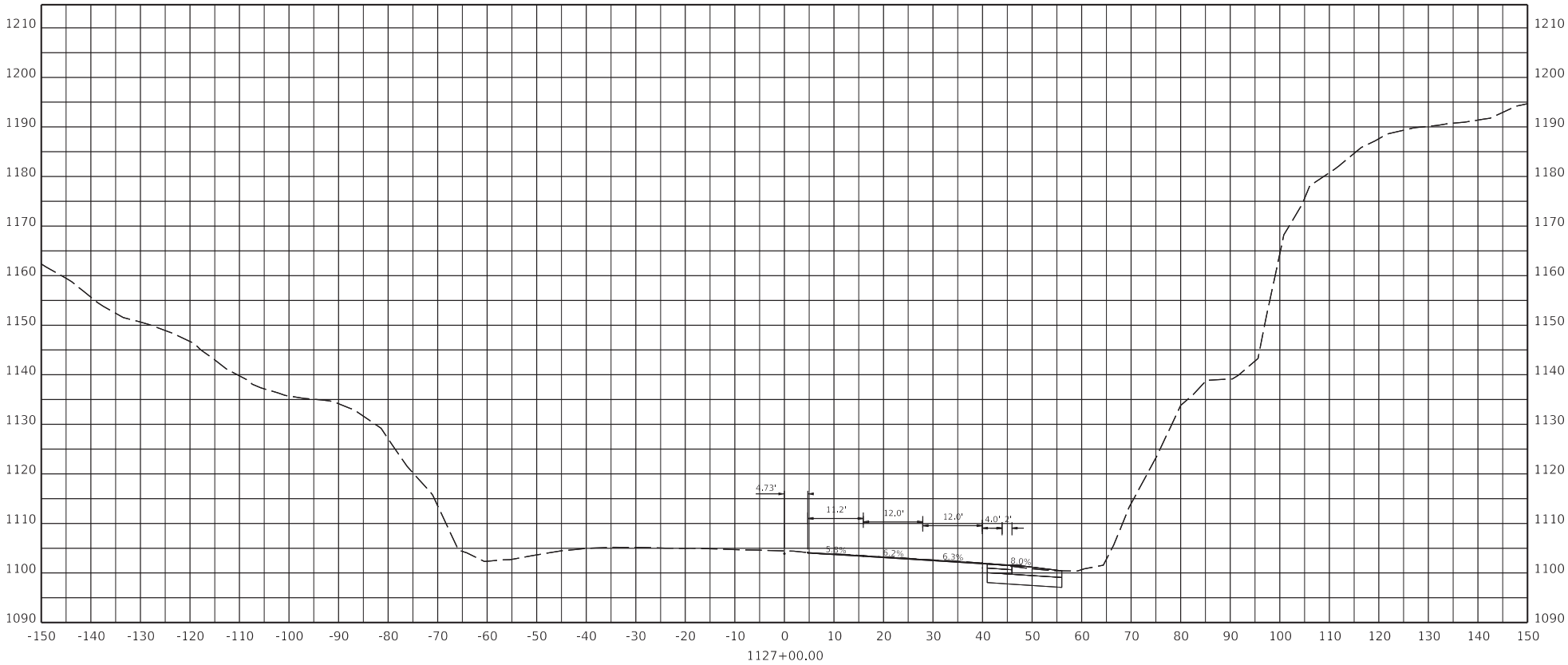
0' 10' 20' 40'

STA 1126+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X35

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

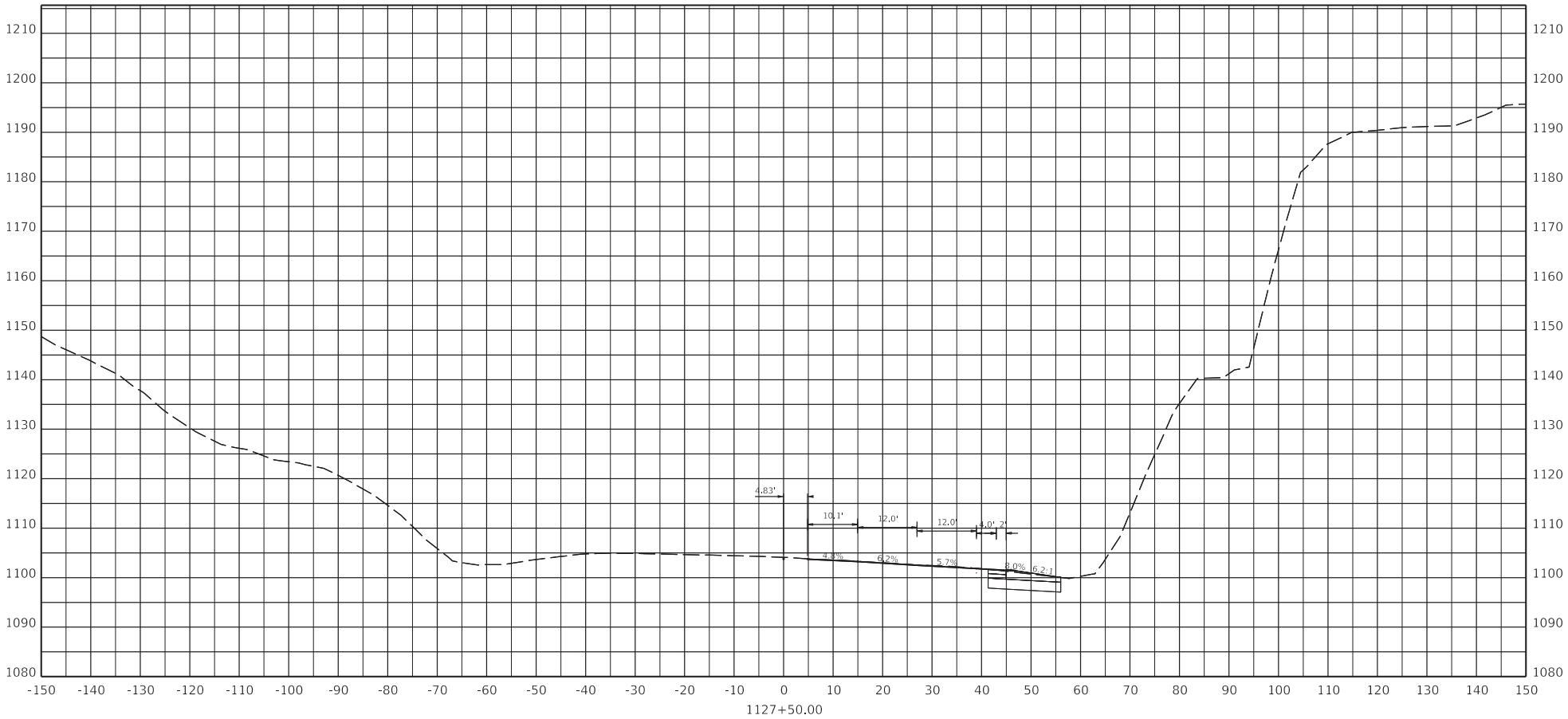
0' 10' 20' 40'

STA 1127+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X36

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

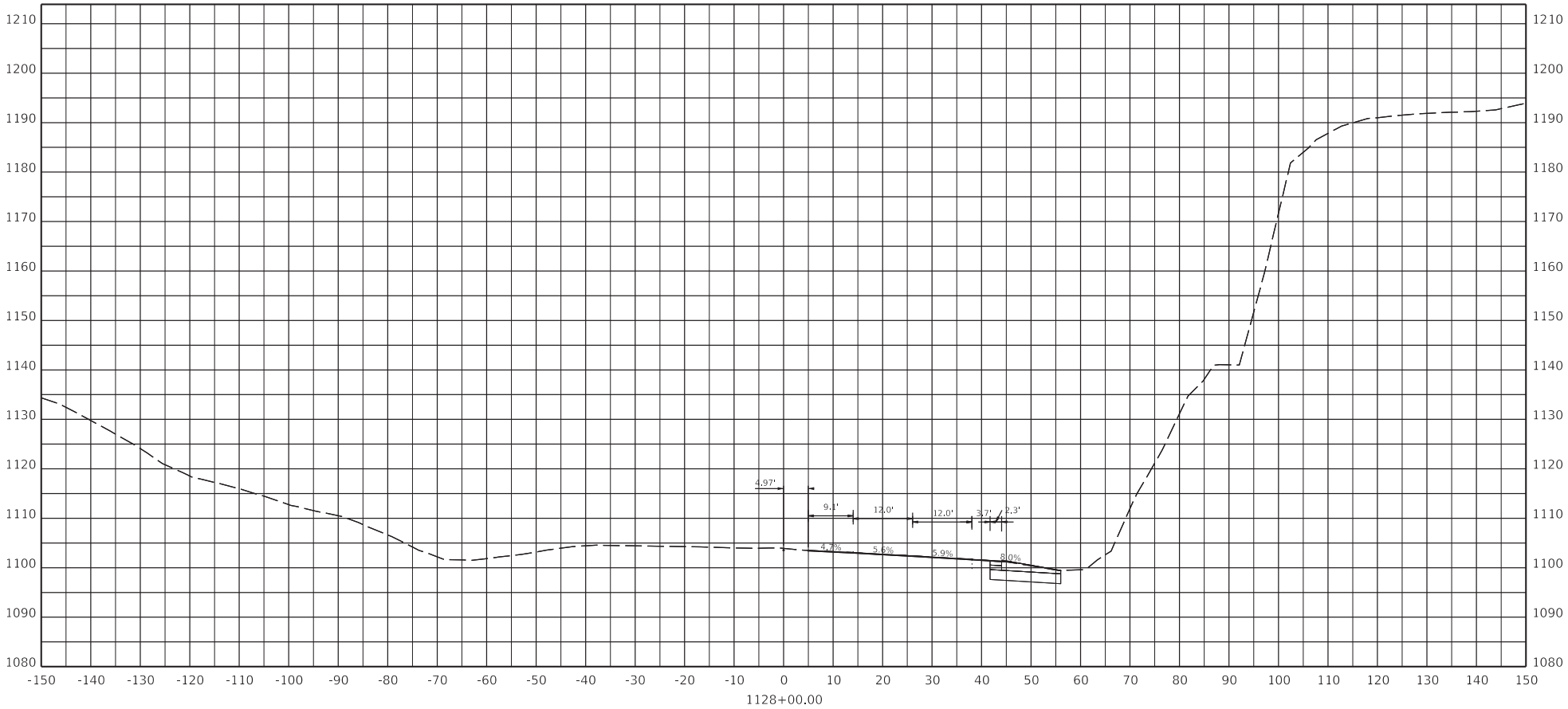
0' 10' 20' 40'

STA 1127+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X37

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

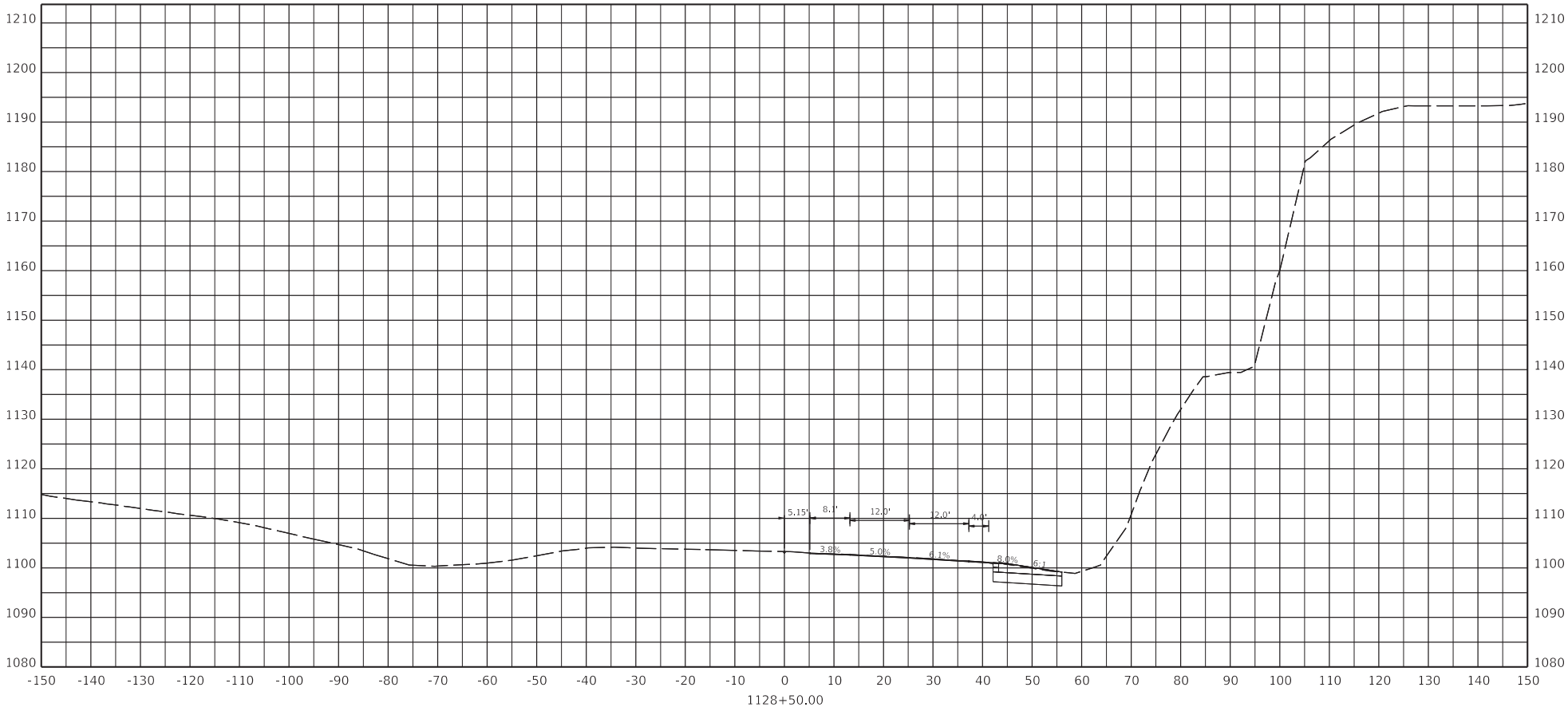
0' 10' 20' 40'

STA 1128+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X38

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

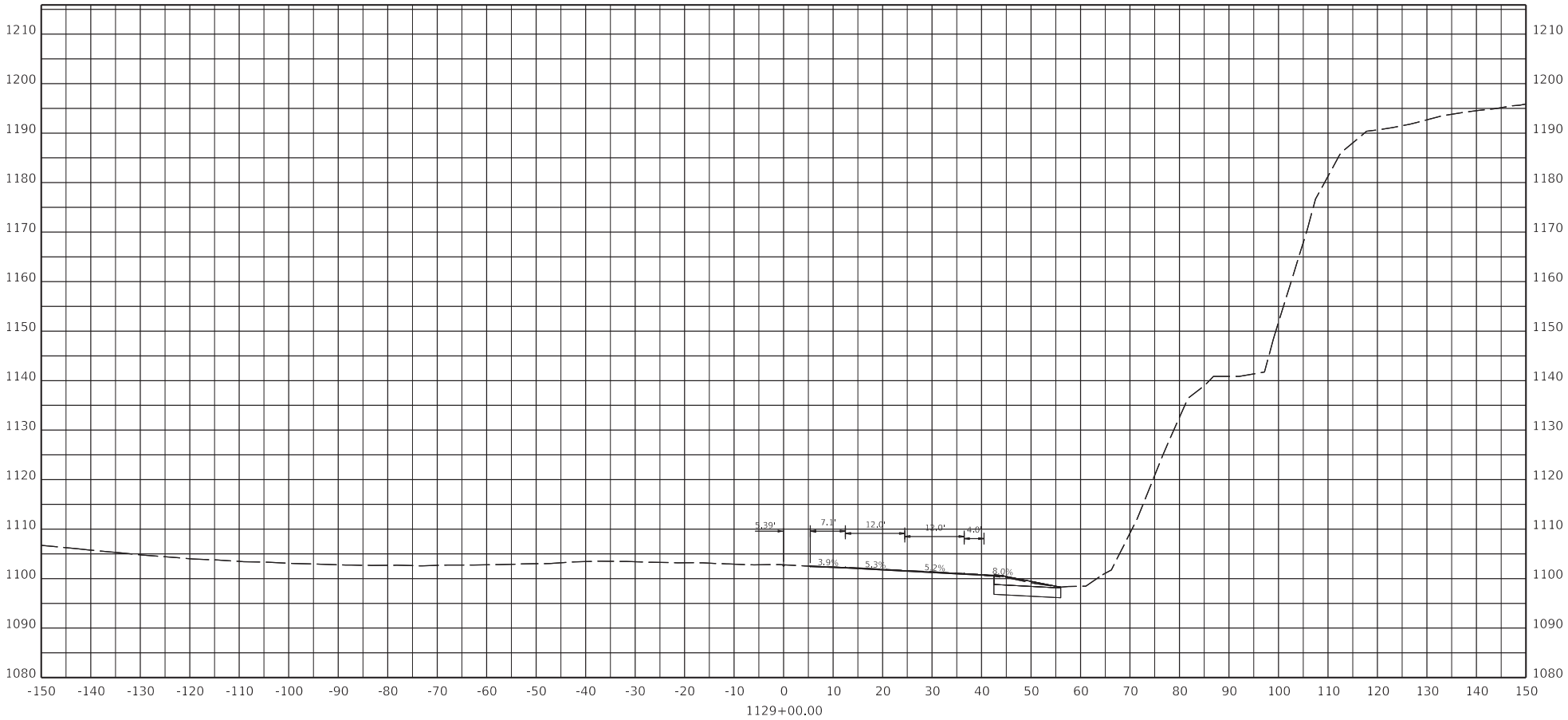
0' 10' 20' 40'

STA 1128+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X39

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

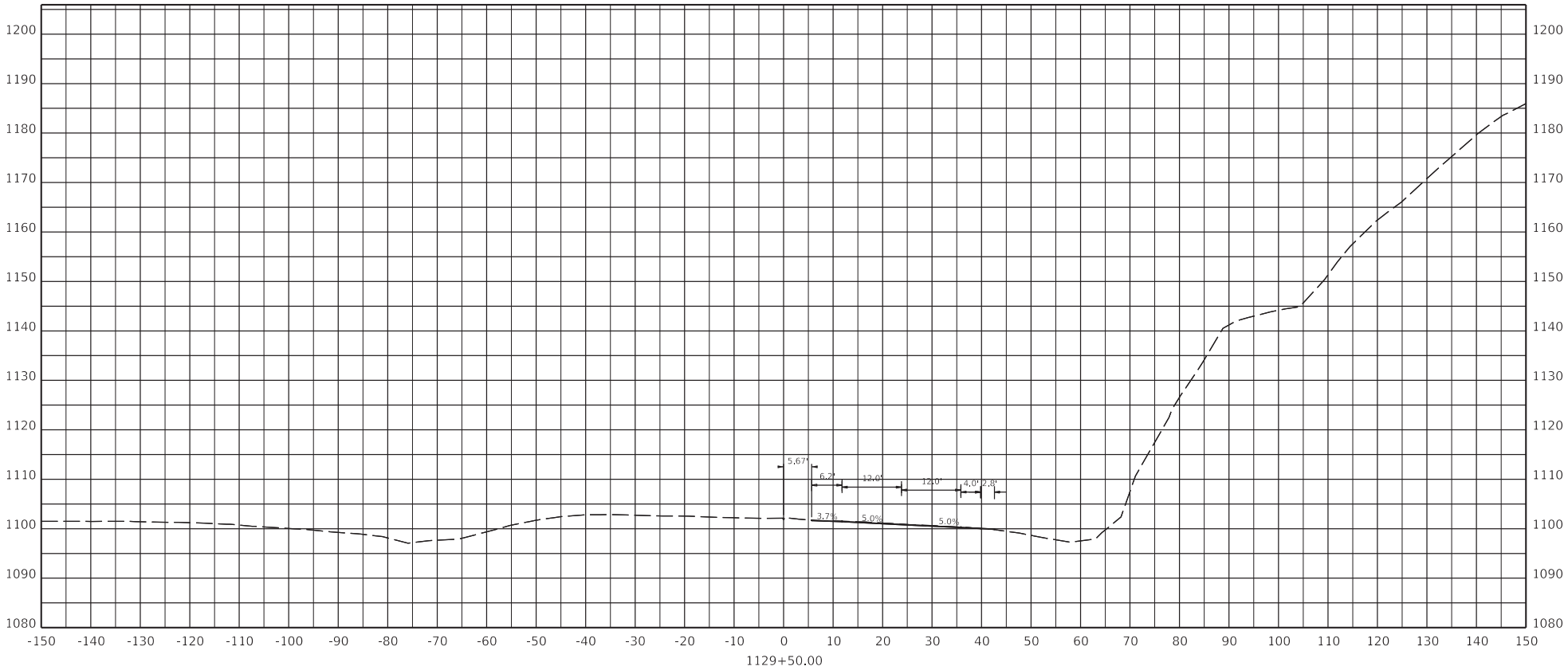
0' 10' 20' 40'

STA 1129+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X40

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

0' 10' 20' 40'

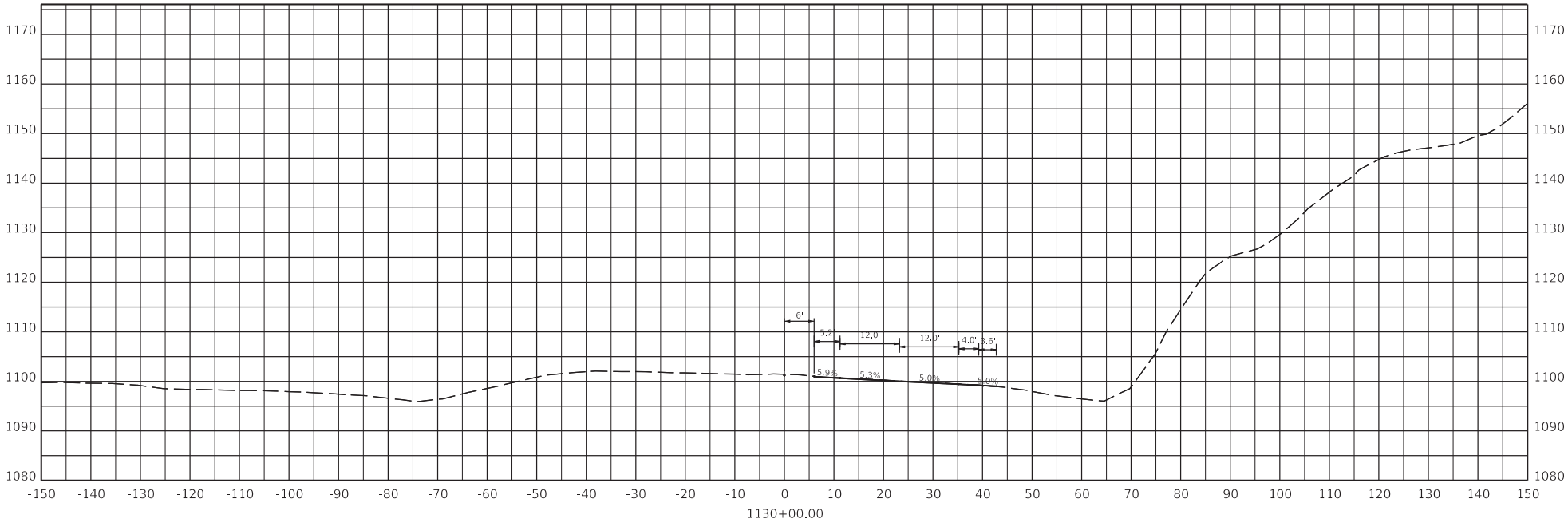
STA 1129+50

ITEM NO. 12-9016.00 COUNTY OF Pike

SHEET NO. X41

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

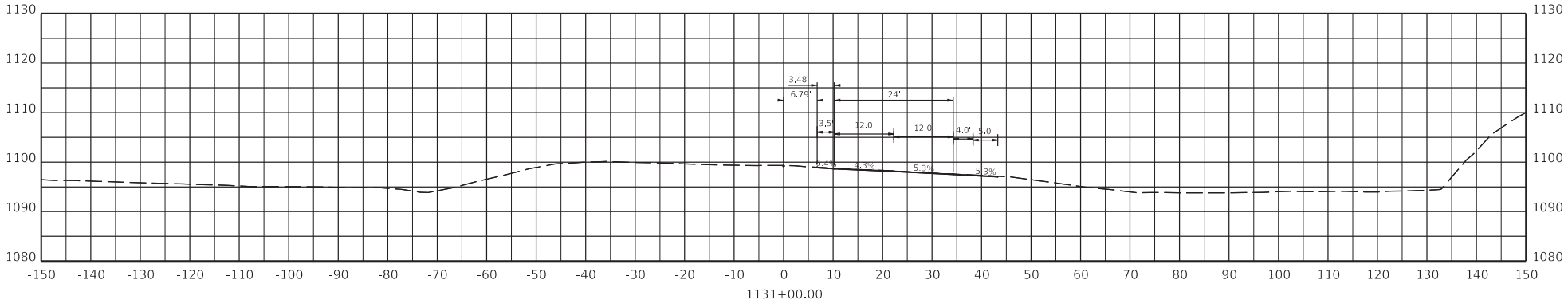
0' 10' 20' 40'

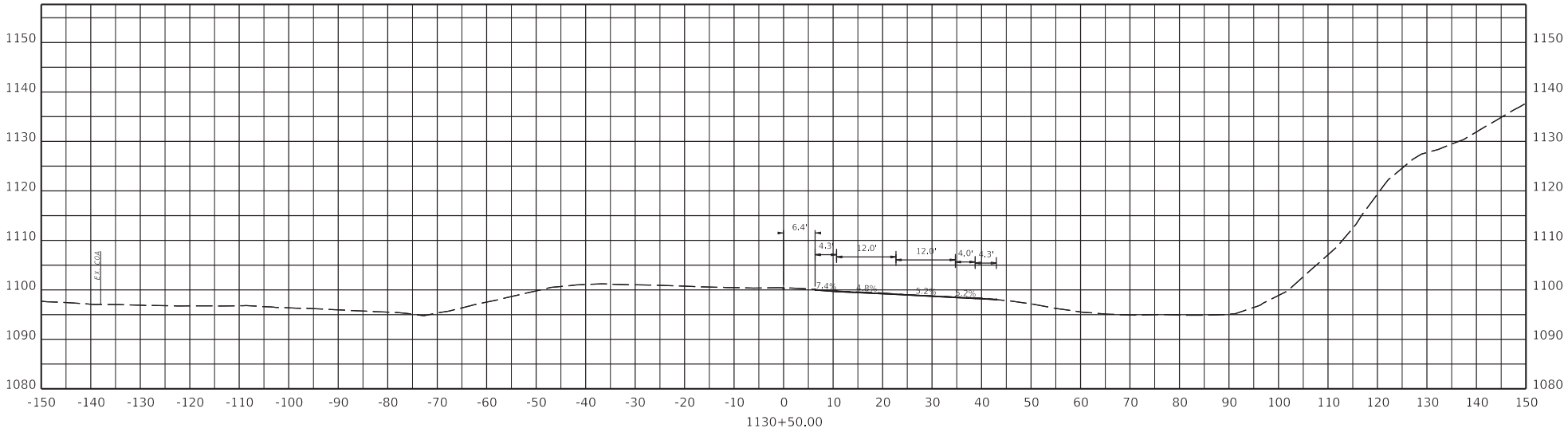
STA 1130+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X42

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

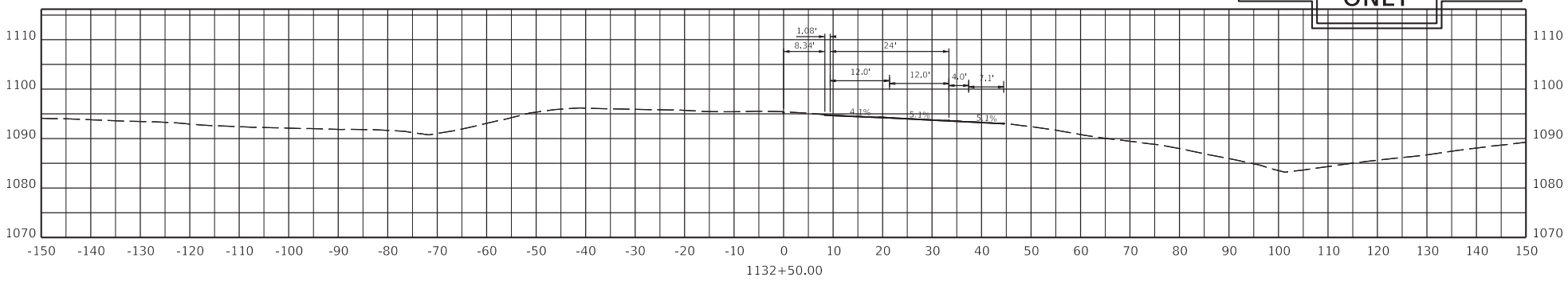
0' 10' 20' 40'

STA 1130+50

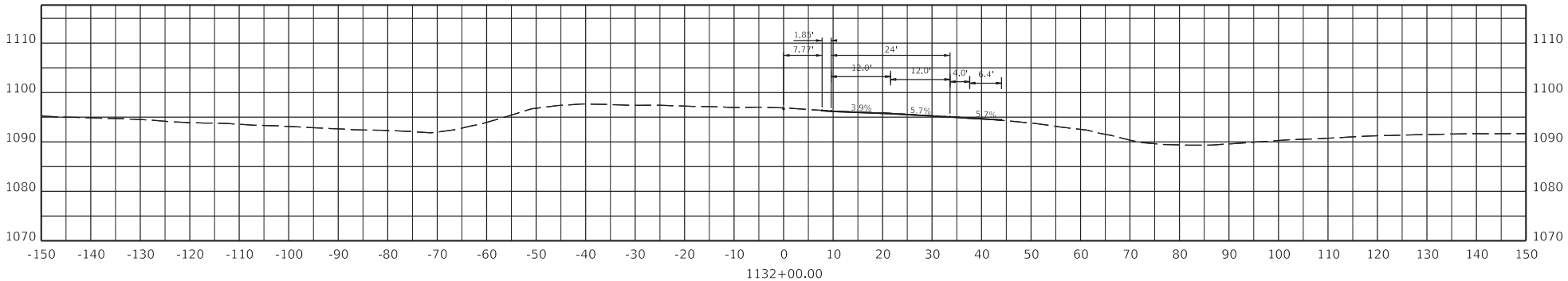
ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X43

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

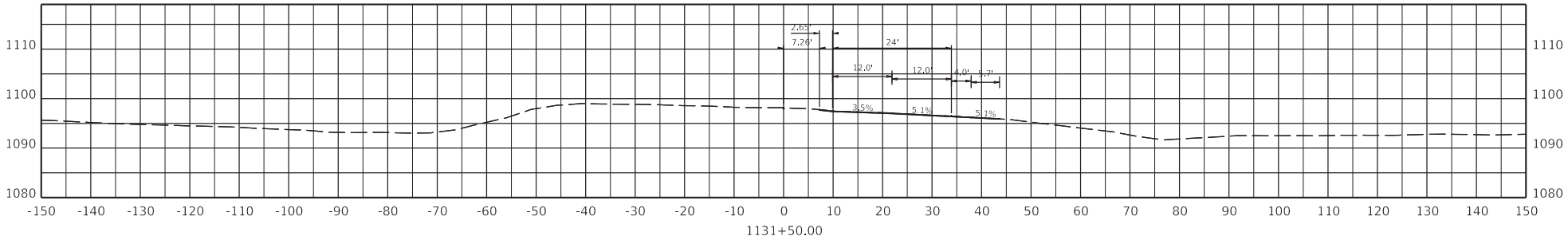
FOR INFORMATION ONLY



1132+50.00



1132+00.00



1131+50.00

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

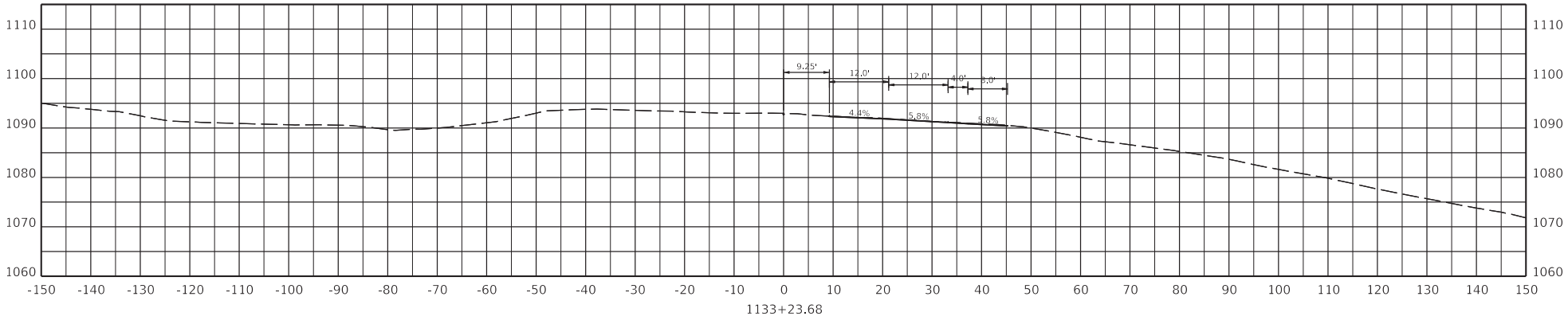
0' 10' 20' 40'

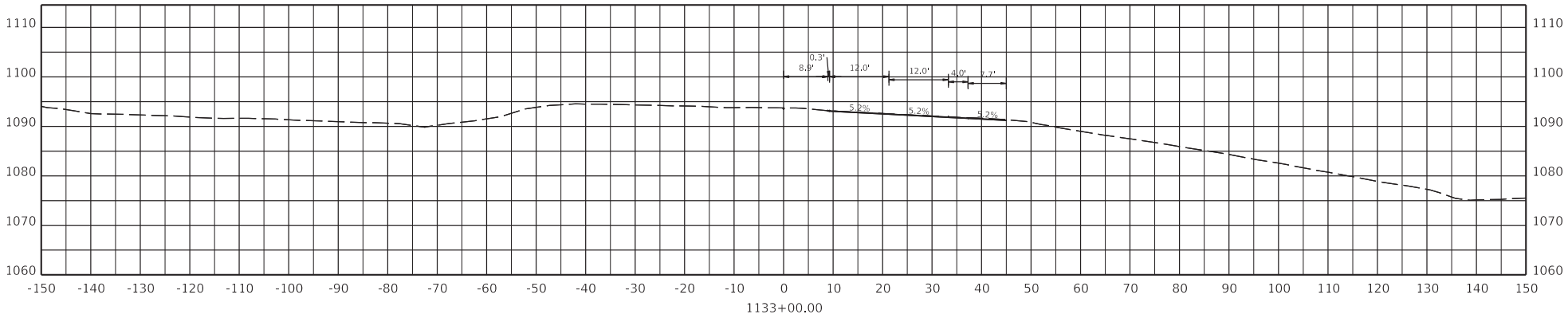
STA 1131+50 TO 1132+50

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X44

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

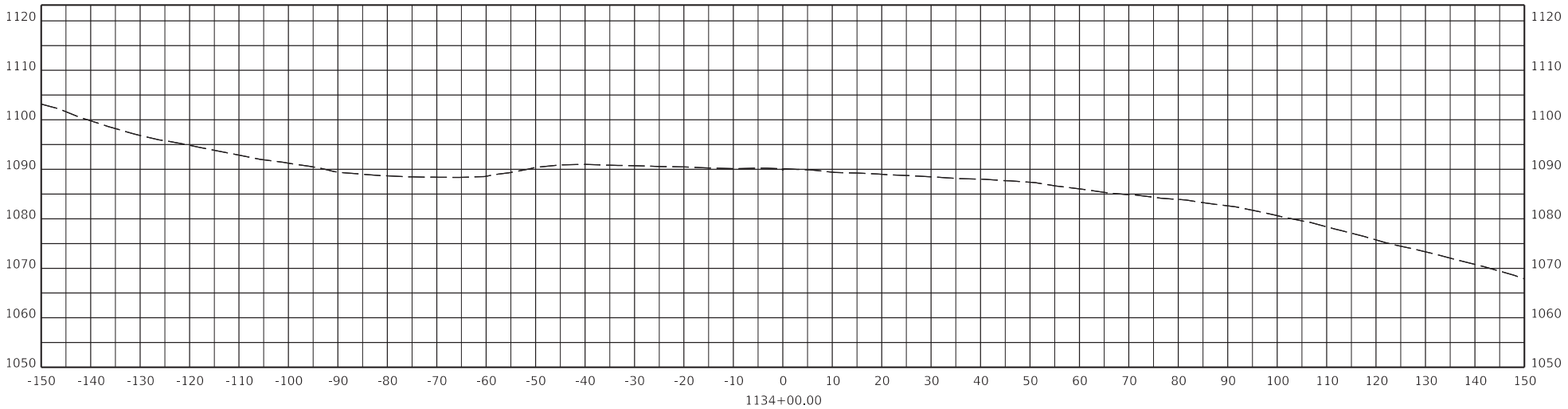
0' 10' 20' 40'

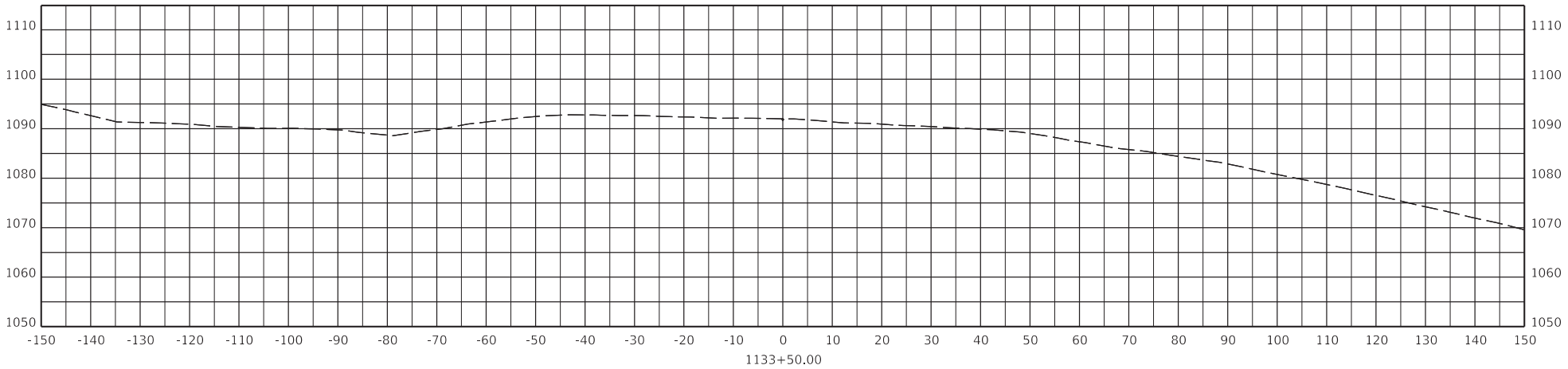
STA 1133+00 TO 1133+23.68

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X45

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 9/7/2005 7:08:02 PM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

FOR INFORMATION ONLY





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pike US 119 Cross Sections

HORIZONTAL SCALE
SCALE: 1" = 10'

0' 10' 20' 40'

STA 1133+50 TO 1134+00

ITEM NO. 12-9016.00
COUNTY OF Pike
SHEET NO. X46

OpenRoads Designer v10.16.2.267 USER: james-f DATE PLOTTED: 5/17/2022 11:56:28 AM FILE NAME: C:\PW_WORKDIR\JAMES-F\D0120665\12_9016_00_R_CROSS SECTIONS_MAINLINE.DGN

SPECIAL NOTE(S) APPLICABLE TO PROJECT

General Notes & Description of Work

CAUTION

The information in this proposal and the type of work listed herein are approximate only and are not to be taken as an exact evaluation of the materials and conditions to be encountered during construction; the bidder must draw his/her own conclusions when developing the Unit Bid Prices for each bid item. As such, if the conditions encountered are not in accordance with the information shown, the Department does not guarantee any changes to the Unit Bid Prices nor extension of the contract will be considered. The Department will pay for bid item quantity overruns, but only if pre-approved by the Engineer.

STATIONING

The contractor is advised that the planned locations of work were established from the following stations:

STA. 1105+50 TO STA. 1133+23.69

The existing mile marker signs may not correspond to the proposed work locations.

ON-SITE INSPECTION

Before submitting a bid for the work, make a thorough inspection of the site and determine existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid to be evidence of this inspection having been made. The Department will not honor any claims for money or time extension resulting from site conditions.

RIGHT OF WAY LIMITS

The Department has not established the exact limits of the Right-of-Way. Unless a consent and release form is obtained from the adjoining property owner, limit work activities to the obvious Right-of-Way and staging areas secured by the Contractor at no additional cost to the Department. In the event that private improvements (i.e. fences, buildings, etc.) encroach upon the Right-of-Way, the contractor shall notify the Engineer and limit work activities in order to NOT disturb the improvements. If they become necessary, the Department will secure consent and releases from property owners through the Engineer. Be responsible for all encroachments onto private lands.

CONTROL

Perform all work under the absolute control of the Department of Highways. Obtain the Engineer’s approval of all designs required to be furnished by the Contractor prior to incorporation into the work. The Department reserves the right to have other work performed by other contractors and its own forces and to permit public utility companies and others to do work during the construction within the limits of, or adjacent to, the project. Conduct operations and cooperate with such other parties so that interference with such other work will be reduced to a minimum. The Department will not honor any claims for money or time extension created by the operations of such other parties. Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to, the project, the Engineer will decide as to the respective rights of the various parties involved in order to assure the completion of the Department’s work in general harmony and in a satisfactory manner, and his/her decision shall be final and binding upon the Contractor.

DRAINAGE

Statin 1107+52, remove existing drop box inlet and 4 L.F. of existing pipe. Construct new drop box inlet type 13 in proposed gutterline matching invert. Construct 17 L.F. of 18″ pipe (match existing size if differs) to connect proposed drop box inlet to existing pipe.

Statin 1112+52, remove existing drop box inlet and 4 L.F. of existing pipe. Construct new drop box inlet type 13 in proposed gutterline matching invert. Construct 6 L.F. of 18″ pipe (match existing size if differs) to connect proposed drop box inlet to existing pipe.

Tie to existing ditch through rock cut section, 1114+50 to 1130+00. Line foreslope with erosion control blanket unless engineer directs otherwise.

SPECIAL NOTE FOR STAKING

Perform Contractor Staking according to Section 201; except, in addition to the requirements of Section 201, perform the following:

1. Contrary to Section 201, perform items 1-3 usually performed by the Engineer.

2. Verify the dimensions, type, and quantities of the culvert pipes and/or entrance pipes as listed and detailed in the proposal, and determine flow line elevations and slopes necessary to provide positive drainage. Revise as necessary to accommodate the existing site conditions; to provide proper alignment of the drainage structures with existing and/or proposed ditches, stream channels, swales, and the roadway lines and grades; and to ensure positive drainage upon completion of the work.

3. Using stakes, paint marks on the pavement, mag nails, and/or any other means approved by the Engineer, the Contractor shall mark and/or stake the proposed sign locations in the field. NOTE: The proposed signs are listed in the proposal by approximate location and are NOT to be taken as the exact location for the signs. During staking operations the Contractor shall review the signing layout and existing field conditions and look for potential conflicts, including but not limited to utilities, driveways, visual obstructions, etc. When conflicts are found, adjust the staked location of signs to mitigate conflicts. Because the sign locations in the proposal are approximate and the location of some signs may need to be adjusted due to conflicts, during staking operations the Contractor shall refer to and utilize the information in the Manual on Uniform on Traffic Control Devices (MUTCD), current edition. The MUTCD cover items such as: appropriate sign location, advance placement distances, and spacing requirements for signing. The intent is for the proposed signs to be consistent with, and meet the requirements of, the MUTCD. Once the proposed sign locations have been staked, notify and coordinate with the District Traffic Engineer, and perform a review of the staked locations. Adjust the staked locations, as directed by the District Traffic Engineer and obtain approval of the final staked locations. This review will also be used to determine if there are any existing signs that require removal and/or relocation. Provide the District Traffic Engineer with 2 weeks of notice when a route will be ready for a review of the staked locations. NOTE: The District Traffic Engineer may determine that the proposed signing, including sign types and messages, needs to be adjusted and/or modified from what is shown in the proposal. Therefore, the Contractor shall not order any sign material for a route until the route has been staked and final sign location approval has been given by the District Traffic Engineer.

4. Using paint marks on the pavement, and/or any other means approved by the Engineer, the Contractor shall layout and pre-mark the proposed striping, pavement markings, etc. Adjust as necessary to accommodate the existing site conditions and to provide proper alignment of the proposed thru and turning lanes. Obtain approval of the pre-marked layout from the Engineer and/or District Traffic Engineer prior to installing the striping and/or pavement markings.

5. Prior to incorporating into the work, obtain the Engineers approval of all revisions determined by the Contractor.

6. Perform any and all other staking operations required to control and construct the work.

SPECIAL NOTE FOR PIPELINE INSPECTION

1.0 DESCRIPTION. The Department will perform visual inspections on all pipe on the project. A video inspection will be required on projects having more than 250 linear feet of storm sewer and/or culvert pipe and on routes with an ADT of greater than 1,000 vehicles. Conduct video inspections on all pipe located under the roadway and 50 percent of the remaining pipe not under the roadway. Storm sewer runs and outfall pipes not under the roadway take precedence over rural entrance pipes. Contractors performing this item of work must be prequalified with the Department in the work type J51 (Video Pipe Inspection and Cleaning). Deflection testing shall be completed using a mandrel in accordance with the procedure outlined below or by physical measurement for pipes greater than 36inches in diameter. Mandrel testing for deflection must be completed prior to the video inspection testing. Unless otherwise noted, Section references herein are to the Department's Standard Specifications for Road and Bridge Construction, current edition.

2.0 VIDEO INSPECTION. Ensure pipe is clear of water, debris or obstructions. Complete the video inspection and any necessary measurement prior to placing the final surface over any pipe. When paving will not be delayed, take measurements 30 days or more after the completion of earthwork to within 1 foot of the finished subgrade. Notify the Engineer a minimum of 24 hours in advance of inspection and notify the Engineer immediately if distresses or locations of improper installation are logged.

2.1 INSPECTION FOR DEFECTS AND DISTRESSES

A) Begin at the outlet end and proceed through to the inlet at a speed less than or equal to 30 ft/minute. Remove blockages that will prohibit a continuous operation.

B) Document locations of all observed defects and distresses including but not limited to: cracking, spalling, slabbing, exposed reinforcing steel, sags, joint offsets, joint separations, deflections, improper joints/connections, blockages, leaks, rips, tears, buckling, deviation from line and grade, damaged coatings/paved inverts, and other anomalies not consistent with a properly installed pipe.

C) During the video inspection provide a continuous 360 degree pan of every pipe joint.

D) Identify and measure all cracks greater than 0.1" and joint separations greater than 0.5".

E) Video Inspections are conducted from junction to junction which defines a pipe run. A junction is defined as a headwall, drop box inlet, curb box inlet, manhole, buried junction, or other structure that disturbs the continuity of the pipe. Multiple pipe inspections may be conducted from a single set up location, but each pipe run must be on a separate video file and all locations are to be referenced from nearest junction relative to that pipe run.

F) Record and submit all data on the TC 64-765 and TC 64-766 forms.

3.0 MANDREL TESTING. Mandrel testing will be used for deflection testing. For use on Corrugated Metal Pipe, High Density Polyethylene Pipe, and Polyvinyl Chloride Pipe, use a mandrel device with an odd number of legs (9 minimum) having a length not less than the outside diameter of the mandrel. The diameter of the mandrel at any point shall not be less than the diameter specified in Section 3.6. Mandrels can be a fixed size or a variable size.

3.1 Use a proving ring or other method recommended by the mandrel manufacturer to verify mandrel diameter prior to inspection. Provide verification documentation for each size mandrel to the Engineer.

3.2 All deflection measurements are to be based off of the AASHTO Nominal Diameters. Refer to the chart in section 3.6.

3.3 Begin by using a mandrel set to the 5.0% deflection limit. Place the mandrel in the inlet end of the pipe and pull through to the outlet end. If resistance is met prior to completing the entire run, record the maximum distance achieved from the inlet side, then remove the mandrel and continue the inspection from the outlet end of the pipe toward the inlet end. Record the maximum distance achieved from the outlet side.

3.4 If no resistance is met at 5.0% then the inspection is complete. If resistance occurred at 5.0% then repeat 3.1 and 3.2 with the mandrel set to the 10.0% deflection limit. If the deflection of entire pipe run cannot be verified with the mandrel then immediately notify the Engineer.

3.5 Care must be taken when using a mandrel in all pipe material types and lining/coating scenarios. Pipe damaged during the mandrel inspection will be video inspected to determine the extent of the damage. If the damaged pipe was video inspected prior to mandrel inspection then a new video inspection is warranted and supersedes the first video inspection. Immediately notify the Engineer of any damages incurred during the mandrel inspection and submit a revised video inspection report.

3.6 AASHTO Nominal Diameters and Maximum Deflection Limits.

Base Pipe Diameter	AASHTO Nominal Diameter	Max. Deflection Limit	
		5.0%	10.0%
(inches)	(inches)	(inches)	
15	14.76	14.02	13.28
18	17.72	16.83	15.95
24	23.62	22.44	21.26
30	29.53	28.05	26.58
36	35.43	33.66	31.89
42	41.34	39.27	37.21
48	47.24	44.88	42.52
54	53.15	50.49	47.84
60	59.06	56.11	53.15

4.0 PHYSICAL MEASUREMENT OF PIPE DEFLECTION. Alternate method for deflection testing when there is available access or the pipe is greater than 36 inches in diameter, as per 4.1. Use a contact or non-contact distance instrument. A leveling device is recommended for establishing or verifying vertical and horizontal control.

4.1 Physical measurements may be taken after installation and compared to the AASHTO Nominal Diameter of the pipe as per Section 3.6. When this method is used, determine the smallest interior diameter of the pipe as measured through the center point of the pipe (D2). All measurements are to be taken from the inside crest of the corrugation. Take the D2 measurements at the most deflected portion of the pipe run in question and at intervals no greater than ten (10) feet through the run. Calculate the deflection as follows:

% Deflection = [(AASHTO Nominal Diameter - D2) / AASHTO Nominal Diameter] x 100%

Note: The Engineer may require that preset monitoring points be established in the culvert prior to backfilling. For these points the pre-installation measured diameter (D1) is measured and recorded. Deflection may then be calculated from the following formula:

$$\% \text{ Deflection} = [(D1 - D2) / D1] (100\%)$$

4.2 Record and submit all data.

5.0 DEDUCTION SCHEDULE. All pipe deductions shall be handled in accordance with the tables shown below.

FLEXIBLE PIPE DEFLECTION	
Amount of Deflection (%)	Payment
0.0 to 5.0	100% of the Unit Bid Price
5.1 to 9.9	50% of the Unit Bid Price [(1)]
10 or greater	Remove and Replace [(2)]

[(1)] Provide Structural Analysis for HDPE and metal pipe. Based on the structural analysis, pipe may be allowed to remain in place at the reduced unit price. [(2)] The Department may allow the pipe to remain in place with no pay to the Contractor in instances where it is in the best interest to the public and where the structural analysis demonstrates that the pipe should function adequately.

RIGID PIPE REMEDIATION TABLE PIPE	
Crack Width (inches)	Payment
≤ 0.1	100% of the Unit Bid Price
Greater than 0.1	Remediate or Replace [(1)]

(1) Provide the Department in writing a method for repairing the observed cracking. Do not begin work until the method has been approved.

6.0 PAYMENT. The Department will measure the quantity in linear feet of pipe to inspect. The Department will make payment for the completed and accepted quantities under the following:

Code	Pay Item	Pay Unit
24814EC	Pipeline Inspection	Linear Foot
10065NS	Pipe Deflection Deduction	Dollars

SPECIAL NOTE FOR NON-TRACKING TACK COAT

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

2. MATERIALS, EQUIPMENT, AND PERSONNEL.

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

2.1.1 Provide a tack conforming to the following material requirements:

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

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

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

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

3. CONSTRUCTION.

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

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

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

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

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

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

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

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

Revised: May 23, 2022

SPECIAL NOTE FOR
ASPHALT MILLING AND TEXTURING

Begin paving operations within **two weeks** 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.

Take possession of the millings and recycle the millings or dispose of the millings off the Right-of-Way at sites obtained by the Contractor at no additional cost to the Department.

1-3505 2 weeks Contractor keeps millings
01/2/2012

TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

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

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

PROJECT PHASING & CONSTRUCTION PROCEDURES

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

The Contractor is also required to coordinate construction activities with Principals of Pike Central High School and Mullins Elementary, or their designated representative, to minimize disruption to the planned school events.

Dr. Mr. Timothy Cline	Pike Central High School	(606) 432-4352
Timothy Fields	Mullins Elementary	(606) 432-2733

At locations with three or more lanes, maintain one lane of traffic in each direction at all times during construction. At locations with two lanes, maintain alternating one way traffic during construction. Provide a minimum clear lane width of 11 feet; however, provide for passage of vehicles of up to 16 feet in width. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, make provisions for the passage of the bus as quickly as possible.

LANE CLOSURES

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

SIGNS

Sign posts and splices shall be compliant with NCHRP 350 or MASH. Manufacturer’s documentation validating this compliance shall be provided to the Engineer prior to installation. Signs, including any splices, shall be installed according to manufacturer’s specifications and installation recommendations. Contrary to section 112.04.02, only long-term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment. Short-term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic.

CHANGEABLE MESSAGE SIGNS

Provide changeable message signs in advance of and within the project at locations determined by the Engineer. If work is in progress concurrently in both directions or if more than one lane closure is in place in the same direction of travel, provide additional changeable message signs as directed by the Engineer. Place changeable message signs one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens, relocate or provide additional changeable message signs so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The Engineer may vary the designated locations as the work progresses. The Engineer will determine the messages to be displayed. In the event of damage or mechanical/electrical failure, repair or replace the Changeable Message Sign within 24 hours. The Department will measure for payment the maximum number of Changeable Message Signs in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Changeable Message Signs only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged Changeable Message Signs or for signs the Engineer directs be replaced due to poor condition or readability. Retain possession of the Changeable Message Signs upon completion of the work.

ARROW PANELS

Use arrow panels as shown on the Standard Drawings or as directed by the Engineer. The Department will measure for payment the maximum number of arrow panels in concurrent use at the same time on a single day on all sections of the contract. The Department will measure for payment the maximum number of Arrow Panels in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Arrow Panels only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged Arrow Panels or for panels signs the Engineer directs be replaced due to poor condition or readability for payment. Retain possession of the Arrow Panels upon completion of the work.

TEMPORARY ENTRANCES

The Engineer will not require the Contractor to provide continuous access to farms, single family, duplex, or triplex residential properties during working hours; however, provide reasonable egress and ingress to each such property when actual operations are not in progress at that location. Limit the time during which a farm or residential entrance is blocked to the minimum length of time required for actual operations, not extended for the Contractor's convenience, and in no case exceeding six (6) hours. Notify all residents twenty-four hours in advance of any driveway or entrance closings and make any accommodations necessary to meet the access needs of disabled residents.

Except as allowed by the Phasing as specified above, maintain direct access to all side streets and roads, schools, churches, commercial properties and apartments or apartment complexes of four or more units at all times.

The Department will measure asphalt materials required to construct and maintain any temporary entrances which may be necessary to provide temporary access; however, the Department will not measure aggregates, excavation, and/or embankment, but shall be incidental to Maintain and Control Traffic. The Engineer will determine the type of surfacing material, asphalt or aggregate, to be used at each entrance.

THERMOPLASTIC INTERSECTION MARKINGS

Consider the locations listed on the summary as approximate only. Prior to milling and/or resurfacing, locate and document the locations of the existing markings. After resurfacing, replace the markings at their approximate existing locations or as directed by Engineer. Place markings not existing prior to resurfacing as directed by the Engineer.

BARRICADES

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

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

PAVEMENT MARKINGS

If there is to be a deviation from the existing striping plan, the Engineer will furnish the Contractor a striping plan prior to placement of the final surface course. Install Temporary Striping according to Section 112 with the following exceptions:

1. Include edge lines in Temporary Striping; and
2. Place Temporary or Permanent Striping before opening a lane to traffic; and
3. If the Contractor’s operations or phasing requires temporary markings that must

subsequently be removed from the final surface course, use an approved removable lane tape; however, the Department will not measure removable lane tape for separate payment, but will measure and pay for removable lane tape as temporary striping.

PAVEMENT EDGE DROP-OFFS

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

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

Less than 2" - No protection required.

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

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

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

USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS

The following policy is based upon current Changeable Message Signs (CMS) standards and practice from many sources, including the Federal Highway Administration (FHWA), other State Departments of Transportation, and Traffic Safety Associations. It is understood that each CMS installation or use requires individual consideration due to the specific location or purpose. However, there will be elements that are constant in nearly all applications. Accordingly these recommended guidelines bring a level of uniformity, while still being open to regional experience and engineering judgment.

Application

The primary purpose of CMS is to advise the driver of unexpected traffic and routing situations. Examples of applications where CMS can be effective include:

- Closures (road, lane, bridge, ramp, shoulder, interstate)
- Changes in alignment or surface conditions
- Significant delays, congestion
- Construction/maintenance activities (delays, future activities)
- Detours/alternative routes
- Special events with traffic and safety implications
- Crash/incidents
- Vehicle restrictions (width, height, weight, flammable)
- Advance notice of new traffic control devices
- Real-time traffic conditions (must be kept up to date)
- Weather /driving conditions, environmental conditions, Roadway Weather Information Systems
- Emergency Situations
- Referral to Highway Advisory Radio (if available)
- Messages as approved by the County Engineer's Office

CMS should not be used for:

- Replacement of static signs (e.g. road work ahead), regulatory signage (e.g. speed limits), pavement markings, standard traffic control devices, conventional warning or guide signs.
- Replacement of lighted arrow board
- Advertising (Don't advertise the event unless clarifying "action" to be taken by driver – e.g. Speedway traffic next exit)
- Generic messages
- Test messages (portable signs only)
- Describe recurrent congestion (e.g. rush hour)
- Public service announcements (not traffic related

Messages

Basic principles that are important to providing proper messages and insuring the proper operation of a CMS are:

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed
- Nor more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

Placement

Placement of the CMS is important to insure that the signs is visible to the driver and provides ample time to take any necessary action. Some of the following principles may only be applicable to controlled access roadways. The basic principles of placement for a CMS are:

- When 2 signs are needed, place on same side of roadway and at least 1,000 feet apart
- Place behind semi-rigid/rigid protection (guardrail, barrier) or outside of the clear zone
- Place 1,000 feet in advance of work zone; at least one mile ahead of decision point
- Normally place on right side of roadway; but should be placed closest to the affected lane so that either side is acceptable
- Signs should not be dual mounted (one on each side of roadway facing same direction)
- Point trailer hitch downstream
- Secure to immovable object to prevent thief (if necessary)
- Do not place in sags or just beyond crest
- Check for reflection of sun to prevent the blinding of motorist
- Should be turned ~3 degrees outward from perpendicular to the edge of pavement
- Bottom of sign should be 7 feet above the elevation of edge of roadway
- Should be removed when not in use
-

Standard Abbreviations

The following is a list of standard abbreviations to be used on CMS.

Word	Abbrev.	Example
Access	ACCS	ACCIDENT AHEAD/USE ACCS RD NEXT RIGHT
Alternate	ALT	ACCIDENT AHEAD/USE ALT RTE NEXT RIGHT
Avenue	AVE	FIFTH AVE CLOSED/DETOUR NEXT LEFT
Blocked	BLKD	FIFTH AVE BLKD/MERGE LEFT
Boulevard	BLVD	MAIN BLVD CLOSED/USE ALT RTE
Bridge	BRDG	SMITH BRDG CLOSED/USE ALT RTE
Cardinal Directions	N, S, E, W	N I75 CLOSED/ DETOUR EXIT 30
Center	CNTR	CNTR LANE CLOSED/MERGE LEFT
Commercial	COMM	OVRSZ COMM VEH/USE I275
Condition	COND	ICY COND POSSIBLE
Congested	CONG	HVY CONG NEXT 3 MI
Construction	CONST	CONST WORK AHEAD/EXPECT DELAYS
Downtown	DWNTN	DWNTN TRAF USE EX 40
Eastbound	E-BND	E-BND I64 CLOSED/DETOUR EXIT 20
Emergency	EMER	EMER VEH AHEAD/PREPARE TO STOP
Entrance, Enter	EX, EXT	DWNTN TRAF USE EX 40
Expressway	EXPWY	WTRSN EXPWY CLOSED/DETOUR EXIT 10
Freeway	FRWY, FWY	GN SYNDR FWY CLOSED/DETOUR EXIT 15
Hazardous Materials	HAZMAT	HAZMAT IN ROADWAY/ALL TRAF EXIT 25
Highway	HWY	ACCIDENT ON AA HWY/EXPECT DELAYS
Hour	HR	ACCIDENT ON AA HWY/2 HR DELAY
Information	INFO	TRAF INFO TUNE TO 1240 AM
Interstate	I	E-BND I64 CLOSED/DETOUR EXIT 20
Lane	LN	LN CLOSED/MERGE LEFT
Left	LFT	LANE CLOSED/MERGE LFT
Local	LOC	LOC TRAF USE ALT RTE
Maintenance	MAINT	MAINT WRK ON BRDG/SLOW
Major	MAJ	MAJ DELWAYS I75/USE ALT RTE

Mile	MI	ACCIDENT 3 MI AHEAD/ USE ALT RTE
Minor	MNR	ACCIDENT 3 MI MNR DELAY
Minutes	MIN	ACCIDENT 3 MI/30 MIN DELAY
Northbound	N-BND	N-BND I75 CLOSED/ DETOUR EXIT 50
Oversized	OVRSZ	OVRSZ COMM VEH/USE I275 NEXT RIGHT
Parking	PKING	EVENT PKING NEXT RGT
Parkway	PKWY	CUM PKWAY TRAF/DETOUR EXIT 60
Prepare	PREP	ACCIDENT 3 MIL/PREP TO STOP
Right	RGT	EVENT PKING NEXT RGT
Road	RD	HAZMAT IN RD/ALL TRAF EXIT 25
Roadwork	RDWK	RDWK NEXT 4 MI/POSSIBLE DELAYS
Route	RTE	MAJ DELAYS I75/USE ALT RTE
Shoulder	SHLDR	SHLDR CLOSED NEXT 5 MI
Slippery	SLIP	SLIP COND POSSIBLE/ SLOW SPD
Southbound	S-BND	S-BND I75 CLOSED/DETOUR EXIT 50
Speed	SPD	SLIP COND POSSIBLE/ SLOW SPD
Street	ST	MAIN ST CLOSED/USE ALT RTE
Traffic	TRAF	CUM PKWAY TRAF/DETOUR EXIT 60
Vehicle	VEH	OVRSZ COMM VEH/USE I275 NEXT RIGHT
Westbound	W-BND	W-BND I64 CLOSED/DETOUR EXIT 50
Work	WRK	CONST WRK 2MI/POSSIBLE DELAYS

Certain abbreviations are prone to inviting confusion because another word is abbreviated or could be abbreviated in the same way. DO NO USE THESE ABBREVIATIONS.

Abbrev.	**Intended Word**	**Word Erroneously Given**
ACC	Accident	Access (Road)
CLRS	Clears	Colors
DLY	Delay	Daily
FDR	Feeder	Federal
L	Left	Lane (merge)
LOC	Local	Location
LT	Light (traffic)	Left
PARK	Parking	Park
POLL	Pollution (index)	Poll
RED	Reduce	Red
STAD	Stadium	Standard

TEMP	Temporary	Temperature
WRNG	Warning	Wrong

TYPICAL MESSAGES

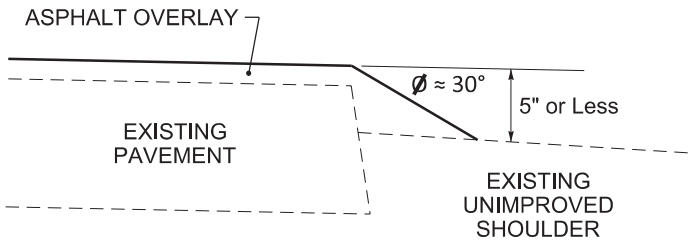
The following is a list of typical messages used on CMS. The list consists of the reason or problem that you want the driver to be aware of and the action that you want the driver to take.

Reason/Problem	Action
ACCIDENT	ALL TRAFFIC EXIT RT
ACCIDENT/XX MILES	AVOID DELAY USE XX
XX ROAD CLOSED	CONSIDER ALT ROUTE
XX EXIT CLOSED	DETOUR
BRIDGE CLOSED	DETOUR XX MILES
BRIDGE/(SLIPPERY, ICE, ETC.)	DO NOT PASS
CENTER/LANE/CLOSED	EXPECT DELAYS
DELAY(S), MAJOR/DELAYS	FOLLOW ALT ROUTE
DEBRIS AHEAD	KEEP LEFT
DENSE FOG	KEEP RIGHT
DISABLED/VEHICLE	MERGE XX MILES
EMER/VEHICLES/ONLY	MERGE LEFT
EVENT PARKING	MERGE RIGHT
EXIT XX CLOSED	ONE-WAY TRAFFIC
FLAGGER XX MILES	PASS TO LEFT
FOG XX MILES	PASS TO RIGHT
FREEWAY CLOSED	PREPARE TO STOP
FRESH OIL	REDUCE SPEED
HAZMAT SPILL	SLOW
ICE	SLOW DOWN
INCIDENT AHEAD	STAY IN LANE
LANES (NARROW, SHIFT, MERGE, ETC.)	STOP AHEAD
LEFT LANE CLOSED	STOP XX MILES
LEFT LANE NARROWS	TUNE RADIO 1610 AM
LEFT 2 LANES CLOSED	USE NN ROAD
LEFT SHOULDER CLOSED	USE CENTER LANE
LOOSE GRAVEL	USE DETOUR ROUTE
MEDIAN WORK XX MILES	USE LEFT TURN LANE
MOVING WORK ZONE, WORKERS IN ROADWAY	USE NEXT EXIT
NEXT EXIT CLOSED	USE RIGHT LANE
NO OVERSIZED LOADS	WATCH FOR FLAGGER
NO PASSING	
NO SHOULDER	
ONE LANE BRIDGE	

PEOPLE CROSSING
RAMP CLOSED
RAMP (SLIPPERY, ICE, ETC.)
RIGHT LANE CLOSED
RIGHT LANE NARROWS
RIGHT SHOULDER CLOSED
ROAD CLOSED
ROAD CLOSED XX MILES
ROAD (SLIPPERY, ICE, ETC.)
ROAD WORK
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)
ROAD WORK XX MILES
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)
NEW SIGNAL XX MILES
SLOW 1 (OR 2) - WAY TRAFFIC
SOFT SHOULDER
STALLED VEHICLES AHEAD
TRAFFIC BACKUP
TRAFFIC SLOWS
TRUCK CROSSING
TRUCKS ENTERING
TOW TRUCK AHEAD
UNEVEN LANES
WATER ON ROAD
WET PAINT
WORK ZONE XX MILES
WORKERS AHEAD

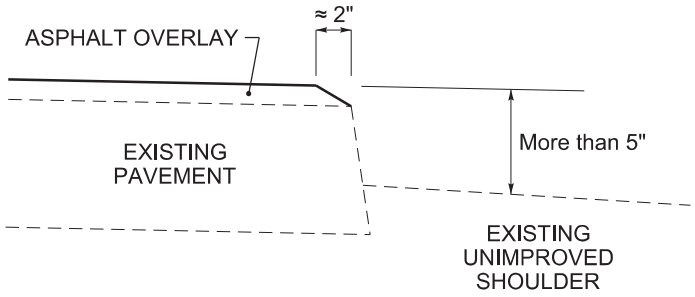
DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to low shoulder with dropoff of 5 inches or less)



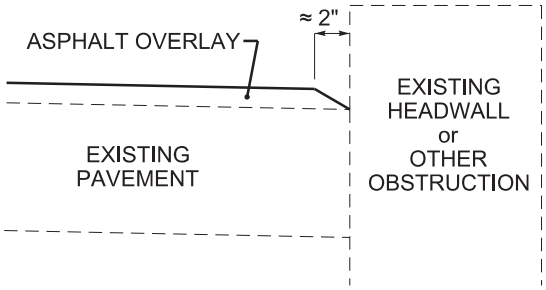
DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to low shoulder with dropoff of more than 5 inches)



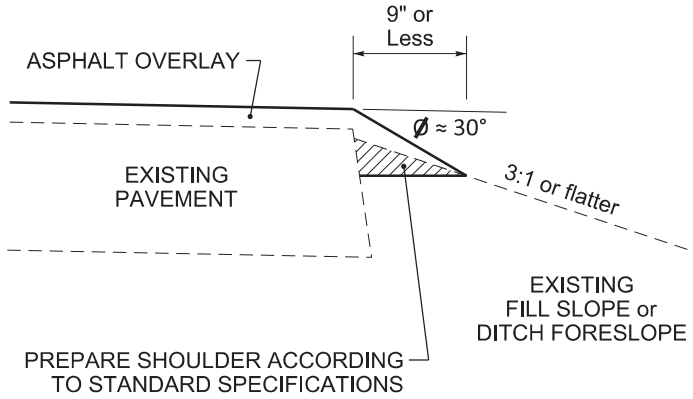
DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to an obstruction, such as an existing headwall)



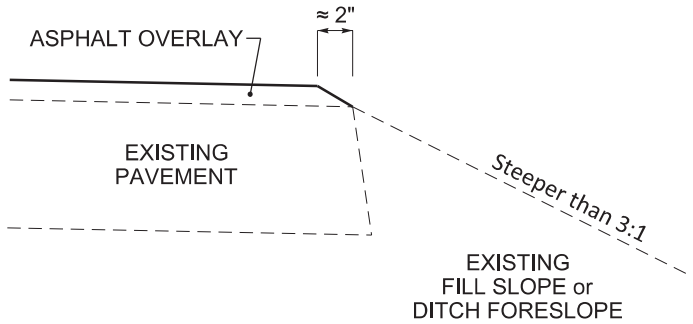
DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to fill slope or ditch foreslope that is 3:1 or less)



DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to fill slope or ditch foreslope that is steeper than 3:1)



NOTES

1. DETAILS DO NOT APPLY TO OVERLAYS LESS THAN 1 INCH THICK.
2. THE DURABLE PAVEMENT EDGE DEVICE MAY BE DISENGAGED AT DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT, AS APROVED BY THE ENGINEER.

DRAWING NOT TO SCALE

DURABLE PAVEMENT EDGE DETAILS

Special Note #1
Pike Co., Item #9016
Contract Time

This project will have a completion date of August 4, 2023. Work may not begin on the project until June 1, 2023 (or until Mullins Elementary and Pike Central High School complete the 2022/2023 School Year).

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)**
12-9016.00	Pike	FD04 098 0119 001-003	
PROJECT DESCRIPTION			
US-119 (BMP 1.9 EMP 2.5) Construction of interior acceleration lane at Pike Central Campus			

☒ **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 (Text is limited. Use additional sheet if necessary.)

LPA RW Project Manager		Right of Way Supervisor	
Printed Name		Printed Name	Joe Tackett
Signature		Signature	Joe Tackett
Date		Date	5/11/2022
Right of Way Director		**FHWA**	
Printed Name		Printed Name	
Signature		Signature	
Date		Date	

UTILITIES AND RAIL CERTIFICATION NOTE

Pike County
FD04 098 0119 001-003
Mile point: 1.9 -Mile Point: 2.5
Construction of interior acceleration lane at Pike Central Campus

ITEM NUMBER: 12-9016.00

PROJECT NOTES ON UTILITIES

For all projects under 2000 Linear feet which require a normal excavation locate request pursuant to KRS 367.4901-4917, the awarded contractor shall field mark the proposed excavation or construction boundaries of the project (also called white lining) using the procedure set forth in KRS 367.4909(9)(k). For all projects over 2000 linear feet, which are defined as a "Large Project" in KRS 367.4903(18), the awarded contractor shall initially mark the first 2000 linear feet minimally of proposed excavation or construction boundaries of the project to be worked using the procedure set forth in KRS 367.4909(9)(k). This temporary field locating of the project excavation boundary shall take place prior to submitting an excavation location request to the underground utility protection Kentucky Contact Center. For large projects, the awarded contractor shall work with the impacted utilities to determine when additional white lining of the remainder of the project site will take place. This provision shall not alter or relieve the awarded contractor from complying with requirements of KRS 367.4905 to 367.4917 in their entirety.

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

The contractor will be responsible for contacting all utility facility owners on the subject project to coordinate his activities. The contractor will coordinate his activities to minimize and, where possible, avoid conflicts with utility facilities. Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities beyond minor facility adjustments. Where conflicts with utility facilities are unavoidable, the contractor will coordinate any necessary relocation work with the facility owner and Resident Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs. The utility facilities as noted in the previous section(s) have been determined using data garnered by varied means and with varying degrees of accuracy: from the facility owners, a result of S.U.E., field inspections, and/or reviews of 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

UTILITIES AND RAIL CERTIFICATION NOTE

Pike County
FD04 098 0119 001-003
Mile point: 1.9 -Mile Point: 2.5
Construction of interior acceleration lane at Pike Central Campus

ITEM NUMBER: 12-9016.00

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.

Utility coordination efforts determined that no significant utility relocation work is required to complete the project. Any work pertaining to these utility facilities is defined in the bid package and is to be carried out as instructed by the Kentucky Transportation Cabinet. The contractor will be responsible for any coordination or adjustments that are discussed or quantified in the proposal.

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

Mountain Water District - Water

American Electric Power - Electric

Diversified Gas & Oil Coporation, PLC - Natural Gas

Inter-Mountain Cable - CATV

AT&T - KY - Telephone

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

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

UTILITIES AND RAIL CERTIFICATION NOTE

Pike County
FD04 098 0119 001-003
Mile point: 1.9 -Mile Point: 2.5
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ITEM NUMBER: 12-9016.00

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**

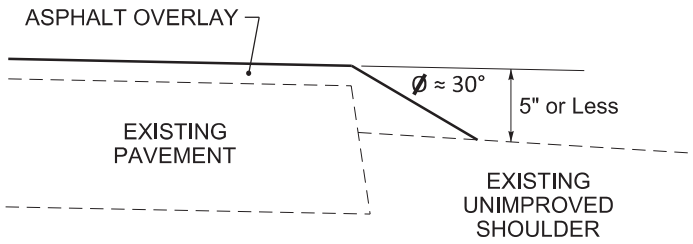
AREA FACILITY OWNER CONTACT LIST

Facility Owner	Address	Contact Name	Phone	Email
American Electric Power - Electric	32222 Kevin lane Ashland KY 41701	Ron Canfield	6069291462	rlcanfield@aep.com
AT&T - KY - Telephone	102 Walters Rd Pikeville KY 41501	Jack Salyer	6064249328	js2299@att.com
Diversified Gas & Oil Coporation, PLC - Natural Gas	213 Industrial Road Debord KY 41214	Craig Blackburn	6062983400	CBlackburn@dgoc.com
Inter-Mountain Cable - CATV	5 Laynesville Rd. Harold KY 41635	Roy Harlow	6064796222	rharlow@gearheart.com
Mountain Water District - Water	PO Box 3157 Pikeville KY 41502	Roy Sawyers	6066316165	rsawyers@mtwater.org

Form Revised 6/24/16

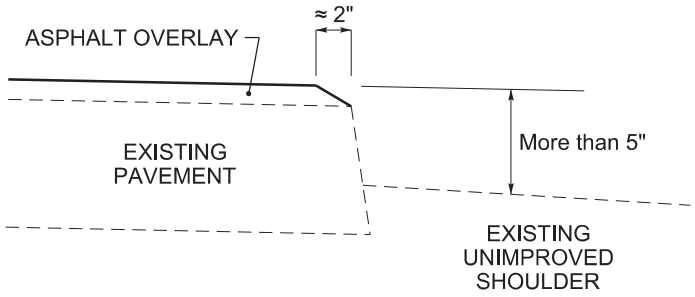
DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to low shoulder with dropoff of 5 inches or less)



DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to low shoulder with dropoff of more than 5 inches)



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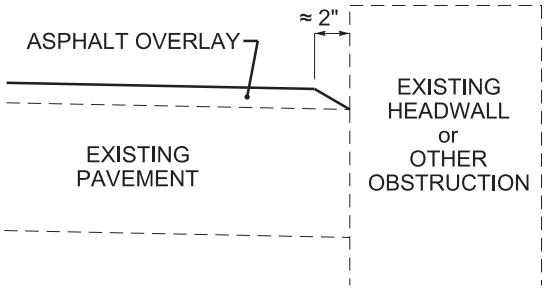
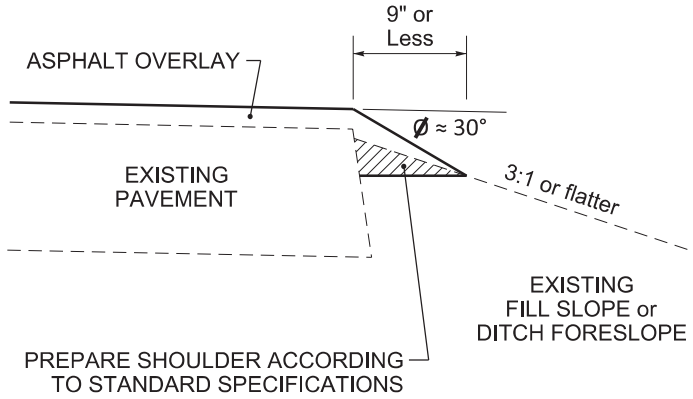


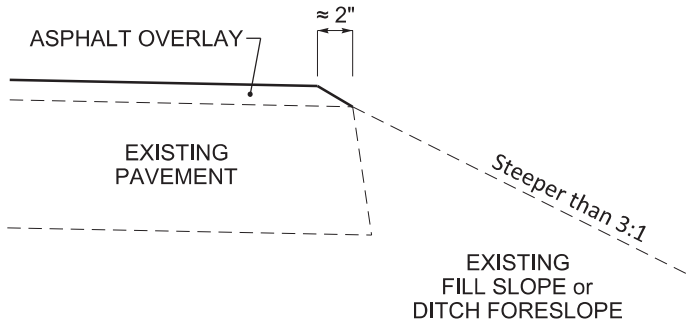
DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to fill slope or ditch foreslope that is 3:1 or less)



DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to fill slope or ditch foreslope that is steeper than 3:1)



NOTES

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DRAWING NOT TO SCALE

DURABLE PAVEMENT EDGE DETAILS

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

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SPECIAL NOTE FOR LONGITUDINAL PAVEMENT JOINT ADHESIVE

1. DESCRIPTION. This specification covers the requirements and practices for applying an asphalt adhesive material to the longitudinal joint of the surface course of an asphalt pavement. Apply the adhesive to the face of longitudinal joint between driving lanes for the first lane paved. Then, place and compact the adjacent lane against the treated face to produce a strong, durable, waterproof longitudinal joint.

2. MATERIALS, EQUIPMENT, AND PERSONNEL.

2.1 Joint Adhesive. Provide material conforming to Subsection 2.1.1.

2.1.1 Provide an adhesive conforming to the following requirements:

Property	Specification	Test Procedure
Viscosity, 400 ° F (Pa·s)	4.0 – 10.0	ASTM D 4402
Cone Penetration, 77 ° F	60 – 100	ASTM D 5329
Flow, 140 ° F (mm)	5.0 max.	ASTM D 5329
Resilience, 77 ° F (%)	30 min.	ASTM D 5329
Ductility, 77 ° F (cm)	30.0 min.	ASTM D 113
Ductility, 39 ° F (cm)	30.0 min.	ASTM D 113
Tensile Adhesion, 77 ° F (%)	500 min.	ASTM D 5329, Type II
Softening Point, ° F	171 min.	AASHTO T 53
Asphalt Compatibility	Pass	ASTM D 5329

Ensure the temperature of the pavement joint adhesive is between 380 and 410 °F when the material is extruded in a 0.125-inch-thick band over the entire face of the longitudinal joint.

2.2. Equipment.

2.2.1 Melter Kettle. Provide an oil-jacketed, double-boiler, melter kettle equipped with any needed agitation and recirculating systems.

2.2.2 Applicator System. Provide a pressure-feed-wand applicator system with an applicator shoe attached.

2.3 Personnel. Ensure a technical representative from the manufacturer of the pavement joint adhesive is present during the initial construction activities and available upon the request of the Engineer.

3. CONSTRUCTION.

3.1 Surface Preparation. Prior to the application of the pavement joint adhesive, ensure the face of the longitudinal joint is thoroughly dry and free from dust or any other debris that would inhibit adhesion. Clean the joint face by the use of compressed air.

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Ensure this preparation process occurs shortly before application to prevent the return of debris on the joint face.

3.2 Pavement Joint Adhesive Application. Ensure the ambient temperature is a minimum of 40 ^{o} F during the application of the pavement joint adhesive. Prior to applying the adhesive, demonstrate competence in applying the adhesive according to this note to the satisfaction of the Engineer. Heat the adhesive in the melter kettle to the specified temperature range. Pump the adhesive from the melter kettle through the wand onto the vertical face of the cold joint. Apply the adhesive in a continuous band over the entire face of the longitudinal joint. Do not use excessive material in either thickness or location. Ensure the edge of the extruded adhesive material is flush with the surface of the pavement. Then, place and compact the adjacent lane against the joint face. Remove any excessive material extruded from the joint after compaction (a small line of material may remain).

3.3 Pavement Joint Adhesive Certification. Furnish the joint adhesive's certification to the Engineer stating the material conforms to all requirements herein prior to use.

3.4 Sampling and Testing. The Department will require a random sample of pavement joint adhesive from each manufacturer's lot of material. Extrude two 5 lb. samples of the heated material and forward the sample to the Division of Materials for testing. Reynolds oven bags, turkey size, placed inside small cardboard boxes or cement cylinder molds have been found suitable. Ensure the product temperature is 400°F or below at the time of sampling.

4. MEASUREMENT. The Department will measure the quantity of Pavement Joint Adhesive in linear feet. The Department will not measure for payment any extra materials, labor, methods, equipment, or construction techniques used to satisfy the requirements of this note. The Department will not measure for payment any trial applications of Pavement Joint Adhesive, the cleaning of the joint face, or furnishing and placing the adhesive. The Department will consider all such items incidental to the Pavement Joint Adhesive.

5. PAYMENT. The Department will pay for the Pavement Joint Adhesive at the Contract unit bid price and apply an adjustment for each manufacturer's lot of material based on the degree of compliance as defined in the following schedule. When a sample fails on two or more tests, the Department may add the deductions, but the total deduction will not exceed 100 percent.

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Pavement Joint Adhesive Price Adjustment Schedule						
Test	Specification	100% Pay	90% Pay	80% Pay	50% Pay	0% Pay
Joint Adhesive Referenced in Subsection 2.1.1						
Viscosity, 400 ° F (Pa•s)			3.0-3.4	2.5-2.9	2.0-2.4	≤1.9
ASTM D 3236	4.0-10.0	3.5-10.5	10.6-11.0	11.1-11.5	11.6-12.0	≥ 12.1
Cone Penetration, 77 ° F			54-56	51-53	48-50	≤ 47
ASTM D 5329	60-100	57-103	104-106	107-109	110-112	≥ 113
Flow, 140 ° F (mm) ASTM D 5329	≤ 5.0	≤ 5.5	5.6-6.0	6.1-6.5	6.6-7.0	≥ 7.1
Resilience, 77 ° F (%) ASTM D 5329	≥ 30	≥ 28	26-27	24-25	22-23	≤ 21
Tensile Adhesion, 77 ° F (%) ASTM D 5329	≥ 500	≥ 490	480-489	470-479	460-469	≤ 459
Softening Point, ° F AASHTO T 53	≥ 171	≥ 169	166-168	163-165	160-162	≤ 159
Ductility, 77 ° F (cm) ASTM D 113	≥ 30.0	≥ 29.0	28.0-28.9	27.0-27.9	26.0-26.9	≤ 25.9
Ductility, 39 ° F (cm) ASTM D 113	≥ 30.0	≥ 29.0	28.0-28.9	27.0-27.9	26.0-26.9	≤ 25.9

Code	Pay Item	Pay Unit
20071EC	Joint Adhesive	Linear Foot

May 7, 2014

Standard Drawing List

Barriers

RBI-001-12	Typical Guardrail Installations
RBI-002-07	Typical Guardrail Installations
RBI-003-09	Typical Installation for Guardrail End Treatment Type 2A
RBM-115-10	Concrete Barrier Wall Type 9T (Temporary)
RBR-001-13	Steel Beam Guardrail ("W" Beam)
RBR-005-11	Guardrail Components
RBR-010-06	Guardrail Terminal Sections
RBR-015-06	Steel Guardrail Posts
RBR-016-05	Timber Guardrail Posts
RBR-018	Guardrail System Transition
RBR-020-07	Guardrail End Treatment Type 1
RBR-025-06	Guardrail End Treatment Type 2A
RBR-055-01	Delineators for Guardrail

Drainage

RDB-013-07	Drop box Inlet Type 13 (Detail Sheet)
RDB-014-06	Drop Box Inlet Type 13 and Type 16 (Frame and Grate Details)
RDB-015-04	Drop Box Inlet Type 13 (Detail & Bar Chart for Lid)
RDB-016-03	Drop Box Inlet Type 13 (Pipe Chamber-Grade condtn)
RDB-017-03	Drop Box Inlet Type 13 (Pipe Chamber-Sag Condition)
RDB-018-04	Drop box Inlet Type 13 (additional steel-riser)
RDB-019-04	Drop Box Inlet Type 13 (Additional Steel - Chamber)
RDD-040-05	Channel Lining Class II and III
RDI-001-10	Culvert, Entrance, & Storm Sewer Pipe Types & Cover Heights
RDI-002-05	Culvert, Entrance & Storm Sewer Pipe Types & 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
RDI-025-06	Pipe Bedding Trench Condition
RDI-026-01	Pipe Bedding Trench Condition Reinforced Concrete Pipe
RDI-040-01	Erosion Control Blanket Slope Installation
RDI-041-01	Erosion Control blanket Channel Installation
RDX-210-03	Temporary Silt Fence
RDX-215-01	Temporary silt Fence with Woven Wire Fence Fabric
RDX-220-05	Silt Trap Type A
RDX-225-01	Silt Trap Type B
RDX-230-01	Silt Trap Type C

General

RGS-001-07	Curve Widening and Superelevation Transitions
RGS-002-06	Superelevation for Multi-Lane Pavement
RGX-001-06	Miscellaneous Standards Part 1
RGX-010-04	Typical Embankment Foundation Benches
RGX-200-01	One Point Procter Family of Curves

Pavement

RPM-100-11	Curb and Gutter, Curb and Valley Gutter
RPM-110-07	Approaches, Entrances and Mail Box Turnout
RPM-120-07	Island Curb Construction Details (Rigid & Flexible Pavement)

Traffic Permanent

TPM-100-03	Pavement Marker Arrangements Multi-Lane Roadways
TPM-110-03	Pavement Marker Arrangements Multi-Lane Roadways
TPM-135-03	Pavement Marker Arrangement On-ramp with Parallel Acceleration Lane
TPM-170-01	Flexible Delineator Post Arrangements for Horizontal Curves
TPM-205	Typical Markings for Islands and Medians
TPR-115	Shoulder Edgeline Rumble Strip Placement Details
TPR-130	Rumble Strip Details Multi-Lane Roadways and Ramps

Traffic Temporary

TTC-115-04	Lane Closure Multi-Lane Highway Case I
TTC-120-04	Lane Closure Multi-Lane Highway Case II
TTC-135-03	Shoulder Closure
TTC-155-02	Temporary Pavement Marker Arrangements for Construction Zones
TTC-160-02	Temporary Pavement Marker Arrangements for Lane Closures
TTD-120-03	Double Fines Zone Signs
TTD-125-03	Pavement Condition Warning Signs
TTD-130	Speed Zone Signing For Work Zones
TTS-110-02	Mobile Operation for Paint Striping Case III
TTS-115-02	Mobile Operation for Paint Striping Case IV
TTS-120-02	Mobile Operation for Durable Striping Case I

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, 1025 Capital Center Drive, Suite 104, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: May 23, 2022

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

221362

PROPOSAL BID ITEMS

Report Date 11/4/22

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	2,785.00	TON		$	
0020	00078		CRUSHED AGGREGATE SIZE NO 2	4,078.00	TON		$	
0030	00100		ASPHALT SEAL AGGREGATE	10.40	TON		$	
0040	00103		ASPHALT SEAL COAT	1.30	TON		$	
0050	00214		CL3 ASPH BASE 1.00D PG64-22	1,060.00	TON		$	
0060	00296		ASPHALT PRIME COAT	6.00	TON		$	
0070	00388		CL3 ASPH SURF 0.38B PG64-22	1,093.00	TON		$	
0080	24970EC		ASPHALT MATERIAL FOR TACK NON-TRACKING	6.00	TON		$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0090	00190		LEVELING & WEDGING PG64-22	109.00	TON		$	
0100	01825		ISLAND CURB AND GUTTER	617.00	LF		$	
0110	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	33.00	EACH		$	
0120	02159		TEMP DITCH	1,387.00	LF		$	
0130	02160		CLEAN TEMP DITCH	694.00	LF		$	
0140	02200		ROADWAY EXCAVATION	10,000.00	CUYD		$	
0150	02242		WATER	26.30	MGAL		$	
0160	02351		GUARDRAIL-STEEL W BEAM-S FACE	781.25	LF		$	
0170	02360		GUARDRAIL TERMINAL SECTION NO 1	1.00	EACH		$	
0180	02381		REMOVE GUARDRAIL	783.00	LF		$	
0190	02545		CLEARING AND GRUBBING (0.6 ACRES)	1.00	LS		$	
0200	02562		TEMPORARY SIGNS	500.00	SQFT		$	
0210	02602		FABRIC-GEOTEXTILE CLASS 1	6,649.00	SQYD		$	
0220	02607		FABRIC-GEOTEXTILE CLASS 2 FOR PIPE	68.00	SQYD	$2.00	$	$136.00
0230	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		$	
0240	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		$	
0250	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		$	
0260	02677		ASPHALT PAVE MILLING & TEXTURING	954.00	TON		$	
0270	02696		SHOULDER RUMBLE STRIPS	2,781.00	LF		$	
0280	02701		TEMP SILT FENCE	1,387.00	LF		$	
0290	02703		SILT TRAP TYPE A	1.00	EACH		$	
0300	02704		SILT TRAP TYPE B	1.00	EACH		$	
0310	02705		SILT TRAP TYPE C	1.00	EACH		$	
0320	02706		CLEAN SILT TRAP TYPE A	1.00	EACH		$	
0330	02707		CLEAN SILT TRAP TYPE B	1.00	EACH		$	
0340	02708		CLEAN SILT TRAP TYPE C	1.00	EACH		$	
0350	02726		STAKING	1.00	LS		$	
0360	02775		ARROW PANEL	2.00	EACH		$	
0370	05950		EROSION CONTROL BLANKET	344.00	SQYD		$	
0380	05952		TEMP MULCH	3,992.00	SQYD		$	
0390	05953		TEMP SEEDING AND PROTECTION	2,994.00	SQYD		$	
0400	05963		INITIAL FERTILIZER	.32	TON		$	

221362

PROPOSAL BID ITEMS

Report Date 11/4/22

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0410	05964		MAINTENANCE FERTILIZER	.19	TON		$	
0420	05985		SEEDING AND PROTECTION	5,988.00	SQYD		$	
0430	05992		AGRICULTURAL LIMESTONE	4.00	TON		$	
0440	06511		PAVE STRIPING-TEMP PAINT-6 IN	12,484.00	LF		$	
0450	06515		PAVE STRIPING-PERM PAINT-6 IN	5,962.00	LF		$	
0460	06517		PAVE STRIPING-PERM PAINT-12 IN	2,168.00	LF		$	
0470	06573		PAVE MARKING-THERMO STR ARROW	5.00	EACH		$	
0480	06578		PAVE MARKING-THERMO MERGE ARROW	7.00	EACH		$	
0490	06610		INLAID PAVEMENT MARKER-MW	91.00	EACH		$	
0500	06611		INLAID PAVEMENT MARKER-MY	8.00	EACH		$	
0510	20071EC		JOINT ADHESIVE	2,530.00	LF		$	
0520	20550ND		SAWCUT PAVEMENT	2,530.00	LF		$	
0530	21289ED		LONGITUDINAL EDGE KEY	2,530.00	LF		$	
0540	22664EN		WATER BLASTING EXISTING STRIPE	6,242.00	LF		$	
0550	24625EC		REMOVE AND REINSTALL QWICK CURB	605.00	LF		$	
0560	24814EC		PIPELINE INSPECTION	165.00	LF		$	
0570	24880EC		REMOVE PAVEMENT MARKER	35.00	EACH		$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0580	00522		STORM SEWER PIPE-18 IN	23.00	LF		$	
0590	01310		REMOVE PIPE	8.00	LF		$	
0600	01559		DROP BOX INLET TYPE 13G	2.00	EACH		$	
0610	01585		REMOVE DROP BOX INLET	2.00	EACH		$	

Section: 0004 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0620	02569		DEMOBILIZATION	1.00	LS		$	