



CALL NO. 336

CONTRACT ID. 232972

LETCHER COUNTY

FED/STATE PROJECT NUMBER FE02 067 0119 B00137N 02.15

DESCRIPTION CUMBERLAND - WHITESBURG ROAD (US 119)

WORK TYPE BRIDGE REPAIRS EXPANSION JOINTS

PRIMARY COMPLETION DATE 11/30/2023

LETTING DATE: March 23,2023

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME March 23,2023. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

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

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PART I
SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 12

CONTRACT ID - 232972

FE02 067 0119 B00137N 02.15

COUNTY - LETCHER

PCN - MB06701192301

FE02 067 0119 B00137N 02.15

CUMBERLAND - WHITESBURG ROAD (US 119) BRIDGE 067B00137N OVER KY 3404 AND POOR FORK
CUMBERLAND RIVER AT MP 02.15BRIDGE REPAIRS EXPANSION JOINTS
GEOGRAPHIC COORDINATES LATITUDE 37:00:56.00 LONGITUDE 82:52:52.00
ADT

COMPLETION DATE(S):

COMPLETED BY 11/30/2023	APPLIES TO ENTIRE CONTRACT
45 CALENDAR Days	APPLIES TO 067B00137N

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.

BOYCOTT PROVISIONS

If applicable, the contractor represents that, pursuant to [KRS 45A.607](#), they are not currently engaged in, and will not for the duration of the contract engage in, the boycott of a person or an entity based in or doing business with a jurisdiction with which Kentucky can enjoy open trade.

Note: The term Boycott does not include actions taken for bona fide business or economic reasons, or actions specifically required by federal or state law.

If applicable, the contractor verifies that, pursuant to KRS 41.480, they do not engage in, and will not for the duration of the contract engage in, in energy company boycotts as defined by KRS 41.472.

LOBBYING PROHIBITIONS

The contractor represents that they, and any subcontractor performing work under the contract, have not violated the agency restrictions contained in [KRS 11A.236](#) during the previous ten (10) years, and pledges to abide by the restrictions set forth in such statute for the duration of the contract awarded.

The contractor further represents that, pursuant to [KRS 45A.328](#), they have not procured an original, subsequent, or similar contract while employing an executive agency lobbyist who was convicted of a crime related to the original, subsequent, or similar contract within five (5) years of the conviction of the lobbyist.

February 1, 2023

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

**SPECIAL NOTES
DISTRICT NO. 12
BRIDGE REPAIRS EXPANSION JOINTS
LETCHER COUNTY
CID 232972**

FE02 067 0119 B00137N 02.15

Letcher County ~ US 119 (Cumberland-Whitesburg Road) over KY 3404 and Poor Fork
Cumberland River

Geographic Coordinates

Latitude ~ 37° 00' 56.00" (37.0157)

Longitude ~ -82° 52' 52.00" (-82.8811)

Description

14 ~ PCIB Spans 1891', Drawing No. 25296.

SPECIAL NOTES FOR BRIDGE REPAIRS

SPECIAL NOTE FOR MODULAR EXPANSION JOINT

SPECIAL NOTE FOR CONTRACT COMPLETION DATE AND PENALTIES ON
BRIDGE REPAIR CONTRACTS

SPECIAL NOTE FOR MAINTAINING AND CONTROLLING TRAFFIC

SPECIAL NOTE FOR MODULAR EXPANSION JOINT

1.0 DESCRIPTION. This work includes the fabrication, furnishing and installation of a watertight modular bridge joint system (MBJS.) The joint system consists of multiple preformed neoprene strip seals mechanically held in place by steel edge and separation center beams. The center beams are supported by support bars suspended over the joint opening on sliding elastomeric bearings. An equidistant control system maintains equal spacing between all center beams and edge beams.

1.1 General. Design, materials and workmanship shall be in accordance with: KYTC Standard Specifications; AASHTO/AWS D1.5M/D1.5 “Bridge Welding Code”; AASHTO “LRFD Bridge Design Specifications”, 8th Edition (AASHTO *LRFD Design*); AASHTO “LRFD Bridge Construction Specifications,” 4th Edition, 2017 (AASHTO *LRFD Construction*); the Contract Documents; and this Special Note.

Multiple support bar, single-support bar or swivel joint MBJS systems that meet the provisions of this Special Note may be acceptable for use.

1.2 Acceptable Systems. Only manufacturers who have successfully completed fatigue and performance testing in accordance with Subsection 1.3 will be permitted to supply the MBJS. Submit final results of all required tests to the Engineer for approval prior to manufacture. It is believed the following manufacturers are capable of fabricating a joint that meets the requirements of this special note.

Watson Bowman Acme
Techstar-inc
D.S. Brown
Mageba

1.3 Pre-Qualification Testing Requirements. Before a MBJS can be accepted for installation on this project, the design must be pre-qualified by the manufacturer through successful fatigue and performance testing administered by an independent testing laboratory. Perform fatigue and performance testing in accordance with Section 19, Appendix A19 of AASHTO *LRFD Construction*.

All testing shall be performed on specimens similar to the MBJS system and components to be used for this project and meeting the requirements of the Contract Plans. Successful testing will prequalify such a system—with variations as permitted by the Engineer—for the project, and no further testing will be required.

No claims for delay will be considered for testing or failure to submit required testing documentation in a timely manner.

1.4 Movements. The joints used must be capable of withstanding the following movements.

At Pier #4

Longitudinal Contraction (60deg to -10deg) = 3.71 inches
Longitudinal Expansion (60deg to 110deg) = 2.65 inches
Total Longitudinal Design Movement = 6.36 inches
Vertical Movement = 1/4 inch
Transverse = 1/2 inch
Rotation around Longitudinal Axis = 1^0
Rotation around Transverse Axis = 1^0
Rotation around Vertical Axis = 0.5^0

At Pier #9

Longitudinal Contraction (60deg to -10deg) = 4.11 inches
Longitudinal Expansion (60deg to 110deg) = 2.93 inches
Total Longitudinal Design Movement = 7.04 inches
Vertical Movement = 1/4 inch
Transverse = 1/2 inch
Rotation around Longitudinal Axis = 1^0
Rotation around Transverse Axis = 1^0
Rotation around Vertical Axis = 0.5^0

1.5 Onsite Inspection. Each Contractor submitting a bid for the work required herein this Special Note shall make a Thorough inspection of the project site prior to submitting a bid and shall be thoroughly familiarized with existing conditions so that work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having been made. Any claims resulting from site conditions will not be honored by the Department of Highways.

2.0 MATERIALS. Materials shall conform to the following and shall be identical to those used to meet the Pre-Qualification Testing Requirements of Subsection 1.3:

A. Structural Steel. Structural steel for center beams, edge beams, and support bars, shall meet the physical requirements (tensile strength, yield strength, elongation, and Zone 2 Charpy impact requirements for fracture critical steel) of ASTM A709, Grade 50. Support boxes, stirrups for attachment to center beams, and railing cover plates shall conform to ASTM A709, Grade 50.

All structural steel not defined herein shall meet the physical requirements shown on the working drawings. The specific steel grade shall meet or exceed the physical requirements listed on the working drawings and/or used in the design calculations. Aluminum components shall not be used.

Welding shall conform to AASHTO/ AWS D1.5M/D1.5 "Bridge Welding Code".

All field welds must be performed by a certified welder and shall be tested in accordance with AWS D1.5. All costs for weld testing are incidental to price bid for Modular Expansion Joint.

- B. Anchors Bolts. Anchor bolts, nuts and washers shall be in accordance with ASTM A307 Grade C, ASTM A563 Grade DH, and ASTM F436, respectively, and shall be hot-dipped galvanized.
- C. Studs. Welded studs for anchorage purposes shall conform to ASTM A108.
- D. Stainless Steel. Stainless steel sheets conforming to ASTM A240/A240M, Type 304, shall be provided on sliding surfaces. The surface shall be polished to a Number 8 mirror finish.
- E. Polytetrafluorethylene (PTFE). PTFE shall be 100-percent virgin material, woven fabric or dimpled sheet conforming to the requirements of Section 18.8 of AASHTO LRFD Construction and shall be provided on every sliding surface.
- F. Elastomeric Seal. Preformed elastomeric joint seals shall be of the single diaphragm strip type with a minimum thickness of 7/32” and shall conform to ASTM D5973. The elastomeric seal shall be supplied and installed in one continuous length, and no field splicing shall be allowed. Sealing gland shall meet the movement requirements shown in the Contract Plans and the material requirements as follows:
- | <u>PROPERTY</u> | <u>ASTM TEST METHOD</u> | <u>VALUE</u> |
|----------------------------------|-------------------------|--------------------------|
| Hardness, Durometer A | D 2240 (Modified) | 50-65 Durometer, Shore A |
| Tensile Strength, min | D 412 | 2000 psi |
| Elongation at break, min | D 412 | 250% |
| Compression Set at 72 hours, max | D 395, Method B | 40% at 212°F |
- G. Lubricant-Adhesive. Elastomeric seal shall be installed utilizing a one-part moisture curing polyurethane and aromatic hydrocarbon solvent mixture that complies with ASTM D4070.
- H. Springs and Bearings. Springs, bearings, and equidistant devices (sometimes referred to as control springs) shall be of elastomeric or urethane material and shall be of the same material composition and formulation, manufacturer, fabrication procedure and configuration as the ones used in the prequalification test. Urethane foam shall conform to ASTM D3574.
- I. Reinforcing Steel. All reinforcing steel in the blockout shall be Grade 60 epoxy coated steel reinforcement meeting the requirements of ASTM A615.

3.0 DESIGN. The modular bridge joint system shall be designed in accordance with Article 14.5, "Bridge Joints," of AASHTO *LRFD Design*. Limit states, loads, load factors and distribution factors shall comply with Article of 14.5.6.9 and MBJS shall be detailed to resist snowplow damage in accordance with Article 14.5.1.2 of that specification. The MBJS shall meet these additional requirements:

A. Design Load

- Strength and Fatigue Design Loads shall be increased by 25% to match the current KYTC KYHL-93 Design loading. This increase applies to the design truck, design tandem, lane load, and the fatigue truck.

B. Center Beams and Edge Beams.

- each separation beam (center beam) shall be attached, either directly or indirectly, to an independent support beam using a complete joint penetration groove weld; partial penetration welds, fillet welds, bolted connections, or other means to directly or indirectly attach separation beams to support bars, is prohibited
- edge beams shall consist of a monolithic steel shape with a machined or extruded seal retainer cavity; the web of the edge beam cross-section shall be at least ½ in. in thickness
- center beams shall consist of a monolithic steel shape with a machined or extruded seal retainer cavity; the weight of the center beam shall be at least 25 lbs. per foot and the web shall be at least 1¼ in. in thickness
- where field splices are required due to shipping restrictions or stage construction, splices shall be located under the median barrier or away from design wheel paths
- only field-splice details that have been fatigue-tested in accordance with the prequalification tests in Section 1.3 of this Special Note may be used for the center beams and edge beams
- center beam spans with a splice shall not be greater than 4.00 ft.

C. Support Bars and Boxes.

- the maximum allowable spacing between support bars shall be 6.00 feet
- steel plate or tubing for support boxes with a width not greater than 16 in. shall have a minimum thickness of 3/8 in. For support box widths greater than 16 in., the top plate width-to-thickness ratio shall not exceed 45 unless stiffening ribs are used.
- a 2.0 in. minimum gap shall be provided between the bottom surfaces of the MBJS and the deck blockouts to allow adequate placement and consolidation of concrete under and around all parts of the MBJS, including support boxes.

D. Seals.

- the number of seal gaps (cells) shall be such that the maximum opening per cell (clear distance between center beams or center beam and edge beam) shall not exceed 3.15 in. (3 in. nominal) for the Strength Limit State Combinations specified in Table 3.4.1-1 of AASHTO *LRFD Design*.
- the sealing elements shall not extrude above the top of the modular joint seal assembly

E. Support Box Bearings and Springs.

- an equidistant control system, which distributes the total joint opening evenly between cells, shall be incorporated
- support bar bearings and springs shall be positively locked into support boxes with non-metallic dowels or pins; the connection must permit removal and replacement of the bearing and spring components.

F. Performance and Maintenance.

- the joint seal assembly shall be watertight
- the joint assembly shall project upwards a minimum of 5" at the barrier to retain all water on the deck.
- the modular joint seal assembly shall be designed with adequate access to all internal components in order to assure the feasibility of inspection and maintenance activities
- the design concept shall accommodate scheduled maintenance and periodic replacement of seals, support bearings and control springs to provide a long-term cost-effective lifetime for the joint seal assembly

G. Concrete Blockout Diaphragms

- The existing plans show a 1'-6" wide diaphragm on each side of the joint with a 4" gap between the diaphragms. The diaphragms may need to be rebuilt or modified to allow the proposed modular joint to fit and allow for proper movement. Contact the manufacturer of joint chosen for required diaphragm sizes. An Engineer, registered in the Commonwealth of Kentucky shall design either new concrete diaphragms or modifications of the existing for the modular joints. At a minimum, the concrete diaphragms shall have the same size and reinforcement as the existing. The diaphragms shall extend from fascia to fascia of the bridge. Design in accordance with the AASHTO LRFD Design Specifications and use the KYHL-93 Loading (1.25xHL-93). The design shall be reviewed and must be approved by the Department. Take special care with detailing to ensure all deck cracking concerns will be addressed during the design. All costs (design services, labor, concrete, epoxy coated reinforcement, shear studs, etc.) to design and construct the concrete diaphragms as designed shall be included in the unit price bid for Modular Expansion Joint.

H. Barrier Covers

- An Engineer, registered in the Commonwealth of Kentucky shall design and detail barrier covers at each barrier to prevent vehicles from colliding with an exposed edge of barrier. The fixed edge of the barrier cover shall be on the oncoming traffic side. The design shall be reviewed and must be approved by the Department. All costs to design, fabricate, and install the barrier covers shall be incidental to the unit price bid for Modular Expansion Joint.

I. Barrier and Utilities

The existing barrier may be required to be modified for the barrier cover or other reasons. An Engineer, registered in the Commonwealth of Kentucky shall design all barrier modifications and include details of those changes in their submittal to be approved. There may also be utilities in the bridge that may need to be taken into account with new expansion fittings or other design considerations. All costs for design, utility coordination, materials, construction, etc., shall be included in the unit price bid for Modular Expansion Joint.

Supplemental to the shop drawings, design calculations prepared in accordance with AASHTO *LRFD Design* by an Engineer registered in the Commonwealth of Kentucky shall be provided. Included in the calculations shall be: (a) rotation and longitudinal and transverse horizontal movement capacity; (b) live load, fatigue limits and impact factors utilized; (c) limit state load combinations used; (d) member design; (e) connections design; (f) splice design. The calculations shall include a statement indicating that the joint devices furnished by the manufacturer are adequate for the requirements of the Contract Documents.

4.0 FABRICATION. Expansion joints shall be fabricated and assembled at facilities owned and operated by the manufacturer, the manufacturer being the single entity that designs, fabricates and installs (or supervises the installation of) the joint assemblies.

All structural steel surfaces, except those made of stainless steel, shall be hot-dipped galvanized after assembly, in accordance with ASTM A123. Anchorages and support boxes shall be attached to the edge beam section prior to galvanizing. An anchorage shall be located within 9 in. of each end of each pre-galvanized section.

Stainless steel sheet shall be welded at each edge to the steel substrate by the tungsten-arc welding process in accordance with the current AWS specification. Stainless steel sheet shall be clamped to ensure full contact with the substrate during welding. Welds shall not protrude beyond the sliding surface of the stainless steel. Intermittent fillet welds are not allowed.

Each MBJS shall be assembled and elastomeric seals installed at the fabrication shop. Lubricant adhesive is to be used on all elastomer-to-steel contact areas for seal installation. Continuous glands shall be used for the full length of each MBJS.

When a splice is required for shipping or staged construction, each MBJS is to be shipped in separate sections sized in accordance with Section 3 of this Special Note or with the slab construction joints required for the construction stages as shown in the plans. If field splices will be used, the ends of the edge and center beams shall be staggered by 24 in. so that they are not at the same point on each beam. Installation of

seal elements is not required during fabrication for a MBJS with a splice (since seals must be continuous without splices for the full length of the device.)

5.0 SAMPLING, TESTING & INSPECTION. The MBJS to be used shall be prequalified in accordance with Section 1 of this Special Note.

5.1 Shop Inspection. The full-penetration weld that connects the center beam to the support bar shall be ultrasonically inspected in accordance with AWS D1.1. Twenty-five percent of the center beam-to-support bar welds shall be inspected in this manner, or as directed otherwise by the Engineer. If ultrasonic inspection reveals at least one rejectable weld defect, the fabricator shall then ultrasonically inspect another 25% of the center beam-to-support bar welds (25% of the original total of welds.) If rejectable defects are found in the second 25% set of welds (50% of total), all remaining non-inspected welds shall then be inspected. Each weld that is rejected by ultrasonic inspection shall be repaired using a welding procedure approved by the Engineer. The repaired welds shall be re-inspected ultrasonically in accordance with the original requirements.

The Engineer reserves the right to visit the manufacturer's fabrication shop for purposes of inspecting the manufacturing, assembly or testing of the MBJS.

5.2 Pre-installation Inspection. Immediately prior to installation, the MBJS and the blockout shall be inspected by the Engineer for:

- Proper alignment.
- Complete bond between the seals and the steel.
- Proper placement and effectiveness of studs or other anchorage devices.
- Proper placement of elastomeric springs and bearings.
- Appropriate clearance between the bottoms of the support boxes of MBJS and the surface of the blockout specified on the Contract Plans

5.3 Post-Installation Inspection. The MBJS shall be inspected after installation and again prior to opening the bridge to traffic to verify the following:

- The top surfaces of the MBJS are recessed from the finished roadway profile 0 to 0.25 in.
- There is no more than 0.125-in. difference in elevation among the tops of any of the center beams or edge beams. This variation shall be measured vertically from a straight line connecting the top of the deck profile on each side of the MBJS.
- There is no more than 3/16-in. difference among gap widths along the length of a seal or among the multiple cells of the MBJS.

After installation and prior to final acceptance, deck joint seals shall be flood tested in the presence of the Engineer for leakage of water through the joint. All portions of the joint shall be immersed to a depth of 3 inch minimum for a time period of 60 minutes. Any leakage of the joint seal shall be cause for rejection. Contractor shall repair all leaking items and shall bear the cost for all materials, labor, equipment necessary to do so, even up to complete replacement

of the entire expansion device. The repair procedure shall be recommended by the Manufacturer and approved by the Engineer.

Deck cracking is a common issue with Modular Expansion Joints and requires extreme care to be taken during design and construction of the concrete diaphragms to ensure there is sufficient reinforcement present to prevent cracking. Any cracking in the deck shall be inspected and either repaired or rebuilt, at the Engineers Discretion. The contractor shall propose a repair or replacement procedure and shall be approved by the Engineer. All costs to repair or rebuild, up to complete replacement, will be at the Contractors expense.

6.0 IDENTIFICATION, SHIPPING & HANDLING. The MBJS shall be delivered to the job site and stored as a single unit with seals installed, or as permitted in Section 4 of this Special Note if a splice is required, and in accordance with the Manufacturer's written recommendations as approved by the Engineer. Damage to the corrosion protection system shall be repaired to the satisfaction of the Engineer. Seals shall not be damaged or cut.

All joint materials and assemblies stored at the job site shall be protected from damage, and assemblies shall be supported so as to maintain their true shape and alignment.

7.0 INSTALLATION. To facilitate proper installation of MBJS in the field the contractor shall employ the services of a qualified installation technician who is employed full-time by the manufacturer of the expansion joint system being used. This technician shall be present for the installation of all joints.

Prior to installation of the joint, the blackout and supporting system shall be protected from damage and construction traffic.

7.1 Supporting MBJS During Concrete Placement. The MBJS shall be fully supported during the placement of the concrete. Welds for temporary attachments to the center beams or support bars for erection purposes shall be removed and the surface ground smooth. Damage to the corrosion protection system shall be repaired to the satisfaction of the Engineer using a method approved by the Engineer.

Devices used to maintain the preset openings in the MBJS shall be uniformly spaced at not greater than 15 ft along its length. A minimum of three such devices shall be used per fabricated segment.

To reduce corrosion of the MBJS, it shall be electrically isolated from the bridge deck and blackout reinforcement using a 1 inch clear gap or nonconductive sleeve material.

7.2 Placing the Concrete. Concrete shall not be deposited in the forms until the Engineer has performed the Pre-Installation Inspection described in Section 5 of this Special Note and approved the placement of the joint assembly, anchorages and reinforcement.

If there is a vertical grade, concrete shall be placed on the downhill side of the blackout first. The concrete shall be vibrated thoroughly so as to adequately consolidate concrete underneath the support boxes and edge beams. Care should be taken to avoid displacement of the forms and reinforcing steel.

Devices used to maintain the preset openings in the MBS shall be removed within two hours after the concrete is placed.

7.3 Bridging the MBS After Installation. Construction loads shall not be allowed on the MBS for at least 72 hours after installation is completed. If it is necessary to cross the MBS, the Contractor shall bridge over the joint system in a manner approved by the Engineer.

7.4 Acceptance. The Engineer shall perform a Post-Installation Inspection as described in Section 5 of this Special Note and a final inspection at some point after final installation and traffic has been on the joint for some time. The joint must be fully functional at the final inspection with no major defects as described in Section 5 and below. Any noise concerns after traffic is applied shall be addressed by the contractor and/or the manufacturer. Any loud clanging or banging noises shall be addressed by the manufacturer and contractor. An MBS that fails inspection or testing shall be replaced or repaired to the satisfaction of the Engineer at the Contractor's expense. Any proposed corrective procedure shall be submitted to the Engineer for approval before corrective work is begun.

8.0 SUBMITTALS. The Contractor shall submit details of the MBS to be used together with installation and waterproofing plans to the Engineer for approval prior to fabrication of the MBS.

The shop plans shall include, but not be limited to the following:

- plan and section views of the MBS for each movement rating and roadway width, showing dimensions and tolerances.
- all center beam/support bar joints and all shop and field splices
- complete details of all components and sections showing all material incorporated into the MBS
- all ASTM, AASHTO or other material designations
- welding procedure specifications
- Weld testing procedures
- corrosion protection system
- method of installation, including, but not limited to: sequence; installation gap setting for various temperatures; support during placement of the concrete; lifting locations and lifting mechanisms; and installation at curbs
- temperature adjustment devices and opening dimensions relative to installation temperature
- any required changes to the blockout reinforcement in order to accommodate the MBS temporary bridging plan if construction traffic is anticipated following installation
- design calculations in accordance with Section 3 of this Special Note

The Contractor shall also submit the following test reports and certificates for review and approval:

- Manufacturer's certificate of compliance with the AISC Quality Certification Program, Simple Steel Bridges.

- Certification that welding inspection personnel are qualified and certified as welding inspectors under AWS QC1, Standard for Qualification and Certification of Welding Inspectors. Documentation that any personnel performing nondestructive evaluation (NDH) are certified by ASNT.
- Manufacturer's certificate of compliance for the PTFE sheeting or fabric.
- Certification that MBJS passed the Prequalification Tests required in Section 1.3.
- Certification that the bearings, springs, and equidistant devices are the same formulation, manufacturer and configuration that were used in the Prequalification Tests required in Section 1.3. In each certification, the name and address of the Manufacturer of the springs, bearings and equidistant devices shall be provided.

The Contractor shall submit for the Engineer's approval a written maintenance and part replacement plan prepared by the joint manufacturer. This plan shall include a list of parts and instructions for maintenance inspection, acceptable wear tolerances, methods for determining wear, and procedures for replacing worn parts.

Fabrication shall not commence until the approved shop drawings are in the hands of the Inspector and fabricator and the Engineer has authorized fabrication.

9.0 MEASUREMENT. Quantity for Modular Expansion Joint will be measured per linear foot inside face to inside face of exterior traffic barriers. The unit price will be full compensation for furnishing, fabricating and installing MBJS, including designing, furnishing, fabricating, and installing all barrier cover plates and concrete diaphragms, reinforcement, concrete removal, barrier modifications, and all material, labor, equipment, tools and incidentals necessary to complete the work as specified in the Contract Documents.

10.0 PAYMENT.

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
24610EC	MODULAR EXPANSION JOINT	LF

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

1. **COMPLETION DATE.** The Contractor has the option of selecting the starting date for this Contract. Once selected, notify the Department in writing of the date selected at least two weeks prior to beginning work. All work is to be completed by the date listed below. An allotted number of Calendar days are assigned to each structure in this contract as shown below.

<u>STRUCTURE</u>	<u>NO. OF CALENDAR DAYS</u>	<u>COMPLETION DATE</u>
067B00137N	45	November 30, 2023

Contrary to Section 108.07.03, the Engineer will begin charging calendar days for a structure on the day the Contractor starts work or sets up traffic control on that particular structure. A **penalty of \$500.00 per day** will be assessed when the allotted number of calendar days is exceeded for each structure.

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

**SPECIAL NOTE FOR TRAFFIC CONTROL
ON BRIDGE REPAIR CONTRACTS**

1. TRAFFIC CONTROL GENERAL

Except as provided herein, traffic shall be maintained in accordance with the Standard Specifications (current edition), Section 112. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to “Maintain and Control Traffic”. Contrary to Section 106.01, traffic control devices used on this project may be new or used in new condition, at the beginning of the work and maintained in like new condition until completion of the work.

2. TRAFFIC COORDINATOR

Furnish a Traffic Coordinator as per Section 112. The Traffic Coordinator shall inspect the project maintenance of traffic, at least three times daily, or as directed by the Engineer, during the Contractor’s operations and at any time a lane closure is in place. The personnel shall have access on the project to a radio or telephone to be used in case of emergencies or accidents. The Traffic Coordinator shall report all incidents throughout the work zone to the Engineer on the project. The Contractor shall furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

3. SIGNS

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

The contractor is to install warning signs for wide loads in advance of the bridge under the direction of the Engineer. The Department will not measure installation, maintenance, or removal for payment, and will consider these incidentals to Maintain and Control Traffic.

4. TEMPORARY PAVEMENT STRIPING

Skip lines and/or solid lines through the length of the tapers for lane closures and other striping as directed by the Engineer shall be temporarily covered with 6” black removable tape. Permanent removal of all other pavement striping for traffic control shall be considered incidental to Maintain and Control Traffic. Temporary pavement striping shall be paid only once per course in accordance with Section 112.04.07. The Contractor shall replace any temporary striping that becomes damaged or fails to adhere to the pavement before dark on the day of the notification. **A penalty of \$500.00 per day will be assessed** for failing to replace temporary striping within this time limit.

5. PROJECT PHASING & CONSTRUCTION PROCEDURES

One lane of traffic shall be maintained on each bridge in accordance with Standard Drawing No. TTC-100 and TTC-110 C.E. The minimum clear lane width required is as follows:

<u>Structure</u>	<u>Clear Lane Width</u>
067B00137N	12’-0”

6. TEMPORARY SIGNAL

Provide, install, and maintain a temporary traffic signal as specified below. The Contractor must provide a 24-hour contact person and number available to maintain the temporary signals as needed.

Structure
067B00137N

Signal
2 Phase

7. ADDITIONAL LANE CLOSURES.

Lane closures on KY 3404 will be permitted for any necessary work below structure. The shoulder and lane closures will be determined by the Engineer. All shoulder and lane closures shall be removed when not working. All cost shall be considered incidental to the lump sum bid for Maintain and Control Traffic.

8. MEASUREMENT.

Temporary Signs:

The Cabinet will measure this item by "Square Feet".

Maintain and Control Traffic:

The Cabinet will measure this item by "Lump Sum".

Lane Closure, and Temp Signal 2 Phase:

The Cabinet will measure this item by "Each".

Pave Striping-Temp Rem Tape-B, W, and Y:

The Department will measure the quantity in "Linear Feet".

9. PAYMENT.

Temporary Signs (02562)

Payment at the contract unit price for "Square Feet" is full compensation for all items to complete this work as specified.

Maintain and Control Traffic (02650)

(02671):

Payment at the contract unit price for "Lump Sum" is full compensation for all items to complete this work as specified.

Lane Closure (02653) and Temp Signal 2 Phase (04933):

Payment at the contract unit price "Each" is full compensation for all items to complete this work as specified.

Pave Striping-Temp Rem Tape-B (06549), W (06550), and Y (06551):

Payment at the contract unit price "Lineal Feet" is full compensation for all items to complete this work as specified.



Andy Beshear
GOVERNOR

TRANSPORTATION CAB INET
200 Mero Street
Frankfort, Kentucky 406 01

Jim Gray
SECRETARY

Asbestos Inspection Survey

To: Tom Mathews

District: Central Office

Date: February 23, 2023

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Letcher County

Structure ID: 067B00137N

Structure Location: US-119 over KY-3404 and Poor Fork of the Cumberland River

Sample Description: Any suspect materials collected were negative for asbestos.

Inspection Date: February 21, 2023

Results and Recommendations

The results of the samples collected were negative for the presence of asbestos above 1%.
No abatement is required at this time.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition ([Notification Form DEP 7036](#)) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth.

MRS, Inc. Analytical Laboratory Division

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

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N#	# 3302228	Address:	Letcher County - 067B00137N
Client Name:	K Y T C		
Sampled By:	O'Dail Lawson		

[illegible]

Reviewed By: Winterson Menzies
Signature

The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government. Partial Reproduction of any part of this report is strictly prohibited. Samples shall be retained for (30) days.

AJHA #1 02459



Chain of Custody Record

Kentucky Transportation Cabinet

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

O'Dail Lawson o'dail.lawson@ky.gov

KYTC

Address: 200 Mero Street
Frankfort KY

Phone: 502-782-5020

PO#:

N/A = Not Applicable

Fax: 502-564-5655

Client Information **KY TRANSPORTATION CABINET**

Results Code:

US 119 over 3404 &
poor Fort
Cumberland River.

Samplers (signature):

Project ID	067B00137 N
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[illegible]

Relinquished By:

Date/Time:

Received By:

Date/Time:

Relinquished By:

Date/Time:

Received at Lab By:

Date/Time:

KYTC COC

Page 1

ENVIRONMENTAL TRAINING CONCEPTS, INC

P.O Box 99603 Louisville, KY 40269
(502)640-2951

Certification Number: ETC-AIR-031522-00137

O'Dail Lawson

has on 03-15-2022, attended and successfully completed the requirements and passed the examination with a score of 70% of better on the entitled course.

ASBESTOS INSPECTOR REFRESHER

Training was in accordance with 40 CFR Part 763 (AHERA) approved by the Commonwealth of Kentucky, the Indiana Department of Environmental Management, Tennessee Department of Environment & Conservation and The Arkansas Department of Environmental Quality. The above student received requisite training for Asbestos Accreditation under Title II of the Toxic Substance Act (TSCA).

Conducted at: 1220 KY Mills Drive, Louisville, KY

Name - Training Manager

Expiration Date: 03-15-2023

Name - Instructor

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>

**STANDARD DRAWINGS THAT APPLY
DISTRICT NO. 12
BRIDGE REPAIRS EXPANSION JOINTS
LETCHER COUNTY
CID 232972**

**TRAFFIC
~ *TEMPORARY* ~
TRAFFIC CONTROL**

LANE CLOSURE TWO LANE HIGHWAY.
LANE CLOSURE USING TRAFFIC SIGNALS.

TTC-100 C.E.
TTC-110 C.E.

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

**TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS**

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

- I. Application
- II. Nondiscrimination of Employees (KRS 344)

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.

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 administering agency may direct as a means of enforcing such provisions, including sanctions for non-compliance.

Revised: January 25, 2017

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.

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



WWW.WAGEHOUR.DOL.GOV

PART IV

INSURANCE

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

PART V

BID ITEMS

Report Date 2/16/23

Section: 0001 - BRIDGES - 067B00137N

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	02562		TEMPORARY SIGNS	145.00	SQFT		\$	
0020	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0030	02653		LANE CLOSURE	2.00	EACH		\$	
0040	04933		TEMP SIGNAL 2 PHASE	1.00	EACH		\$	
0050	06549		PAVE STRIPING-TEMP REM TAPE-B	1,000.00	LF		\$	
0060	06550		PAVE STRIPING-TEMP REM TAPE-W	2,000.00	LF		\$	
0070	06551		PAVE STRIPING-TEMP REM TAPE-Y	2,000.00	LF		\$	
0080	24610EC		MODULAR EXPANSION JOINT	96.67	LF		\$	

Section: 0002 - DEMOB

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0090	02569		DEMOBILIZATION	1.00	LS		\$	