



CALL NO. 407

CONTRACT ID. 222970

LIVINGSTON COUNTY

FED/STATE PROJECT NUMBER 070GRM001 - FE02

DESCRIPTION REIDLAND-SUWANEE ROAD (US 62) & DOVER ROAD (KY 453)

WORK TYPE BRIDGE REPAIRS

PRIMARY COMPLETION DATE 11/15/2022

LETTING DATE: January 27,2022

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 am EASTERN STANDARD TIME January 27,2022. 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.

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PART I

SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 01

CONTRACT ID - 222970

070GRM001 - FE02

COUNTY - LIVINGSTON

PCN - MB07000622201
FE02 070 0062 B00040N 01.03

REIDLAND-SUWANEE ROAD (US 62) BRIDGE 070B00040N OVER VULCAN MATERIALS RAIL TRACKS AT MP 01.03
BRIDGE DECK RESTORATION WITH CLEANING AND PAINTINGBRIDGE REPAIRS
GEOGRAPHIC COORDINATES LATITUDE 37:01:18.00 LONGITUDE 88:15:27.00

PCN - MB07004532201
FE02 070 0453 B00042L 03.28

DOVER ROAD (KY 453 SB) BRIDGE 070B00042L OVER VULCAN MATERIALS RAIL TRACKS AT MP 03.28
BRIDGE DECK RESTORATION WITH CLEANING AND PAINTINGBRIDGE REPAIRS
GEOGRAPHIC COORDINATES LATITUDE 37:01:35.00 LONGITUDE 88:15:33.00

PCN - MB07004532202
FE02 070 0453 B00042R 03.28

DOVER ROAD (KY 453 NB) BRIDGE 070B00042L OVER VULCAN MATERIALS RAIL TRACKS AT MP 03.28
BRIDGE DECK RESTORATION WITH CLEANING AND PAINTINGBRIDGE REPAIRS
GEOGRAPHIC COORDINATES LATITUDE 37:01:35.00 LONGITUDE 88:15:33.00

PCN - MB07004532203
FE02 070 0453 B00045N 00.42

DOVER ROAD (KY 453) BRIDGE 070B00045N OVER WATCO RAIL TRACKS AT MP 00.42
BRIDGE DECK RESTORATION WITH CLEANING AND PAINTINGBRIDGE REPAIRS
GEOGRAPHIC COORDINATES LATITUDE 36:59:44.00 LONGITUDE 88:13:42.00

PCN - MB07004532204
FE02 070 0453 B00046N 02.10

DOVER ROAD (KY 453) BRIDGE 070B00046N OVER PADUCAH AND LOUISVILLE RAIL ROAD AT MP 02.10
BRIDGE DECK RESTORATION WITH CLEANING AND PAINTINGBRIDGE REPAIRS
GEOGRAPHIC COORDINATES LATITUDE 37:00:48.00 LONGITUDE 88:14:48.00

COMPLETION DATE(S):
COMPLETED BY 11/15/2022 APPLIES TO ENTIRE PROJECT

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.

April 30, 2018

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. 1
BRIDGE DECK RESTORATION AND WATERPROOFING
WITH BRIDGE CLEANING AND PAINTING
LIVINGSTON COUNTY
070GR22M001**

FE02 070 0062 B00040N 01.03

Livingston County ~ US 62 NB (Reidland-Suwanee Road) over Vulcan Materials Rail Tracks and Reed Hall Road

Geographic Coordinates

Latitude 37° 01' 18.00'' (37.0217)

Longitude -88° 15' 27.00'' (-88.2575)

Description

66'-100'-66' WSPG Spans, Drawing No. 16905

FE02 070 0453 B00042L 03.28

Livingston County ~ KY 453 SB (Dover Road) over Vulcan Materials Rail Tracks

Geographic Coordinates

Latitude 37° 01' 35.00'' (37.0265)

Longitude -88° 15' 33.00'' (-88.2591)

Description

75'-122'-75' WSPG Spans, Drawing No. 17212

FE02 070 0453 B00042R 03.28

Livingston County ~ KY 453 NB (Dover Road) over Vulcan Materials Rail Tracks

Geographic Coordinates

Latitude 37° 01' 35.00'' (37.0265)

Longitude -88° 15' 32.00'' (-88.2589)

Description

75'-122'-75' WSPG Spans, Drawing No. 17212

FE02 070 0453 B00045N 00.42

Livingston County ~ KY 453 (Dover Road) over Watco Rail Tracks

Geographic Coordinates

Latitude 36° 59' 44.00'' (36.9956)

Longitude -88° 13' 42.00'' (-88.2283)

Description

100'-150'-150'-100' WSPG Spans, Drawing No. 17183

FE02 070 0453 B00046N 02.10

Livingston County ~ KY 453 (Dover Road) over Paducah and Louisville Railway

Geographic Coordinates

Latitude 37° 00' 48.00'' (37.0132)

Longitude -88° 14' 48.00'' (-88.2468)

Description

61'-89'-61' WSPG Spans, Drawing No. 17272

**SPECIAL NOTES FOR BRIDGE DECK RESTORATION
AND WATERPROOFING**

SPECIAL NOTE FOR BRIDGE DECK RESTORATION AND WATERPROOFING
WITH CONCRETE OVERLAYS

SPECIAL NOTE FOR REPLACING EXPANSION JOINTS AND/OR INSTALLING
ARMORED EDGES FOR CONCRETE ON BRIDGES

NOTE FOR JOINT SEAL REPLACEMENT

SPECIAL NOTE FOR BRIDGE CLEANING AND PAINTING

SPECIAL NOTE FOR PREVENTIVE MAINTENANCE

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

SPECIAL NOTE FOR MAINTAINING AND CONTROLLING TRAFFIC

SPECIAL NOTE FOR BRIDGE DECK RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS

1. DESCRIPTION. Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings (current editions), this Note, and the attached detail drawings. Section references are to the Standard Specifications. This work consists of the following: (1) Furnish all labor, materials, tools, and equipment, (2) Machine prep the existing slab, (3) Complete full-depth and partial depth repairs as directed by the Engineer, (4) Repair/replace damaged and corroded reinforcing bars, (5) Place new concrete overlay and epoxy-sand slurry in accordance with Section 606, (6) Complete asphalt approach pavement and (7) Any other work specified as part of this contract. All construction will be in accordance with Section 606 unless otherwise specified.

2. MATERIALS.

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

3. CONSTRUCTION.

- A. Machine Preparation of Existing Slab.** Remove concrete from existing slab to a depth of at least ¼" below the existing surface, and remove all patches completely, in accordance with the requirements of Section 606.03.03.
- B. Partial Depth Slab Repair and Latex Overlay.** Remove areas determined to be unsound by the Engineer via hydro-demolition or via hand held jackhammers weighing less than 45lbs in accordance with Section 606.02.10 D. Repair/Replace all damaged or severely corroded reinforcing bars prior to partial depth repair operation. The Department will not measure material removal and will consider this work incidental to the bid item "PARTIAL DEPTH PATCHING". Mix and place Latex Modified Concrete Overlay in accordance with Sections 606.03.08 and 606.03.17.
- D. Asphalt Approach Pavement.** Mill each existing asphalt approach for a distance of given in the attached detailed drawings from the bridge end. Remove the bituminous material uniformly by making an edge key, so as to provide a smooth transition to the finished bridge when a new bituminous overlay of compacted depth of approximately 1½" is added to the approaches. The grinding depth may vary depending the condition of the existing approach and final elevation of bridge end. Dispose of all removed material away from the site.
- E. Surface Texturing.** Texture the concrete surface of the overlay in accordance with Section 609.03.10.
- F. Verifying Field Conditions.** The Contractor shall field verify all joint openings, locations and manufacture before ordering any material. New material that is unsuitable due to variation in existing structure shall be replaced at the Contractors expense.

G. Damage to the Structure. The Contractor shall bear all responsibility and expense for any and all damage to the structure during the repair work even to removal and replacement of a fallen span, should the fallen span result from the Contractor’s actions.

4. MEASUREMENT. See Section 606 and the following:

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

| | |
|------------|----------------------------------|
| 070B00040N | (238’0”x 58’0”x 1.50”) = 63.9 CY |
| 070B00042L | (8816.6 SFx1.50”) = 40.9 CY |
| 070B00042R | (11272.5 SF x 1.50”) = 52.2 CY |
| 070B00045N | (506’0”x30’0”x1.50”) = 70.3 CY |
| 070B00046N | (217’0”x30’0”x1.50”) = 30.2 CY |

B. Latex Modified Concrete for Partial Depth Patching and variable thickness of Overlay. The Department will measure the quantity in cubic yards by deducting the theoretical volume of bridge deck overlay (LMC) from the total volume (as indicated by the batch quantity tickets) of Concrete required to obtain the finished grade shown on the Plans or established by the Engineer.

C. Machine Prep of Slab. The Department will measure the machine preparation of the existing bridge deck in square yards, which shall include all labor, equipment, and material needed to complete this work.

D. Steel Reinforcement. The Department will measure any reinforcing steel necessary for the partial or full depth patch in pounds, which shall include all labor, equipment, and material needed to complete this work.

E. Asphalt Approach Pavement. The Department will measure the quantity in square yards, which shall include all labor, equipment, and material needed to complete this work.

5. **PAYMENT.** See Section 606 and the following:
- A. **Latex Modified Concrete for Overlay.** The Department will make payment for the Latex Modified Concrete under bid item #08534 "CONCRETE OVERLAY – LATEX" for the quantity in cubic yards complete in place.
 - B. **Latex Modified Concrete for Partial Depth Patching and variable thickness of Overlay.** The Department will make payment for the Partial Depth Patching under bid item #24094EC "PARTIAL DEPTH PATCHING". Payment will be for the quantity per cubic yard complete in place.
 - C. **Machine Prep of Slab.** The Department will make payment for the removal of the existing overlay under bid item #08551 "MACHINE PREP OF SLAB". Payment will be for the square yard complete.
 - D. **Remove Existing Overlay.** The Department will make payment for the removal of the existing overlay under the bid item #08510 "REM EPOXY BIT FOREIGN OVERLAY". Payment will be for the square yard complete.
 - E. **Steel Reinforcement.** The Department will make payment for steel reinforcement, if necessary, under bid item #08150 "STEEL REINFORCEMENT". Payment will be at the unit price per pound.
 - F. **Asphalt Approach Pavement.** The Department will make payment for the completed and accepted quantity of this work under the bid item #03304 "BRIDGE OVERLAY APPROACH PAVEMENT".

NOTE FOR JOINT SEAL REPLACEMENT

1. DESCRIPTION. Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the attached detailed drawings. Section references are to the Standard Specifications. This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing joint seal; (3) Install joint seal as specified; (4) Maintain and control traffic; and (5) Any other work specified as part of this contract.

2. MATERIALS.

A. Silicone Rubber Sealant. See Section 807.

3. CONSTRUCTION.

A. Remove Existing Materials. Remove the existing seal and clean according to section 606.03.11 and as directed by the Engineer. Dispose of all removed material entirely away from the job site. This work is incidental to the contract unit price for "JOINT SEALING".

B. Place New Seal. After all specified existing materials have been removed; place new seal in accordance with section 807.03.05 and 609.03.04 from gutter-line to gutter-line including extending through the curbs in one continuous operation.

4. LOCATIONS:

Reseal longitudinal joint in the median on the 070B00040N bridge.

5. MEASUREMENT.

A. Joint Seal Replacement. The Department will measure the quantity in linear feet from gutter line to gutter line along the centerline of the joint. The Department will not measure the portion of the new seal extending through the barrier. The portion of the joint seal extending through the barriers will be considered incidental.

6. PAYMENT.

A. Joint Seal Replacement (23386EC). - Payment at the contract unit price per linear foot is full compensation for removing specified existing materials, furnishing and installing the new specified system, and all incidental items necessary to complete the work within the specified pay limits as specified by this note and the standard specification.

SPECIAL NOTE FOR BRIDGE CLEANING AND PAINTING

1. DESCRIPTION.

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, (current editions), this Note and Attached Detailed Drawings. Section references are to the Standard Specifications. This work consists of the following: (1) Furnish all labor, materials, tools, and equipment, (2) Cleaning and Painting and (3) Any other work specified as part of this contract.

2. CONSTRUCTION.

All structural steel shall be cleaned and painted in accordance with the Kentucky Transportation Cabinet, Department of Highways Standard Specifications for Road and Bridge Construction (current edition) Section 614.

All structural steel shall be Abrasive Blast Cleaned and Painted. See Section 614.03.09 for Abrasive Blast Cleaning and Painting.

3. RECYCABLE MATERIAL.

Contrary to Section 614.03.09 section 5 transport and recycling the Contractor shall send all recyclable debris and complete their supplier profile form to the recycler listed below instead of the supplier profile form from the Division of Construction's website given.

The recycler is: The Doe Run Company: Resource Recycling Division, HC1 Box 1395, HWY 10K, Boss, MO 65440, phone (573) 626-4813, fax (573) 626-3304, email www.doerun.com. The contractor will complete the Doe Run Supplier Profile Form and provide copies of it to both Doe Run and the Engineer prior to transporting the surface preparation debris.

4. SEQUENCING

All work required for the deck restoration specified in this proposal must be completed prior to any cleaning and painting production operations commence.

5. PRIMER FOR STEEL REPAIRS

The primer required for the faying surfaces in the repair specification shall be from the Class I paint system listed on the Division of Material's list of approved products.

6. DAMAGE TO STRUCTURE.

The Contractor shall bear all responsibility and expense for any and all damage to the structure during the painting work, even to the removal and replacement of a fallen span, should the fallen span result from the Contractors actions.

SPECIAL NOTE FOR PREVENTIVE MAINTENANCE

1. DESCRIPTION.

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, (current editions), this Note and Attached Detailed Drawings. Section references are to the Standard Specifications. This work consists of the following: (1) Furnish all labor, materials, tools, and equipment, (2) Bridge Cleaning, (3) Pressure Washing, (4) Concrete Coatings and (5) Any other work specified as part of this contract.

2. MATERIALS.

A. Wash Water

Use clean potable water for all pressure washing.

B. Concrete Coatings

See The Division of Material's list of approved materials for concrete coatings and Section 821.

3. CONSTRUCTION.

A. Bridge Cleaning.

All debris shall be removed from the bridge components. See attached detailed drawings for each bridge addressing components having debris removal. Equipment for removing debris from the bridge components shall be determined by the Contractor, subject to the approval of the Engineer. The Contractor shall prevent any debris from entering any body of water, bridge drainage system, or traffic lanes. All debris removed shall be disposed of in a suitable off-site disposal facility. Prior to all cleaning work, the Contractor shall confirm that any bridge drainage system is not blocked by un-removable debris. A blocked drainage system is considered to be one from which debris cannot be removed using the means specified in this note. If the Engineer has been notified and concurs that the drainage system is blocked prior to performing other cleaning work, then proceed at the direction of the engineer. If the Contractor does not inspect the bridge drainage system and notify the engineer prior to beginning work any blocked drains will be considered to be the result of the Contractor's operations, and all clearing and cleaning of the drainage system shall be done as part of the work of the specification. All vegetation present at areas of the bridge that are to be addressed in this proposal shall be removed as determined by the Engineer.

All cost to complete Debris Removal, Clean Deck Drains and Remove Vegetation shall as specified shall be included in the Lump Sum price for "Bridge Cleaning".

B. Pressure Washing.

Specified bridge components shall be pressure washed. See attached detailed drawings for each bridge addressing components to be pressure washed. All equipment for pressure washing shall be operated at a minimum pressure of up to 4,000 psi with 0-degree spinner tip and/or fan tips as determined by the engineer at the working location with a minimum flow rate of 3.5 gal/minute provided that these pressures do not damage any components of the structure. Pressure and flow rates shall be reduced to a level satisfactory to the Engineer should any damage occur due to power washing procedures. Pressure washing shall be operated at a distance of approximately six inches from and perpendicular to the surface. All pressure washing wands shall be equipped with a gauge to accurately determine the amount of pressure used. Pressure washing of any bridge element will proceed from top of wash area to bottom of wash area. Wash water will not be released to a bridge element previously washed. Perform all pressure washing at temperatures above 40 degrees Fahrenheit.

All cost to complete Pressure Washing as specified shall be included in the Lump Sum price for "Bridge Cleaning".

C. Concrete Coatings Application.

Specified bridge components shall have concrete coating applied to as specified after debris removal and power washing. See attached detailed drawings for addressing the bridge components. Use compressed air to remove any loose debris from the surfaces that are to be coated after power washing. See concrete coating diagram.

All coatings shall be applied within manufacturers recommended dry film thickness range. For recommended conditions for application, see Section 614.03.02 and coatings supplier specifications. Allow the surfaces to be coated to dry before any coating is applied. The coating must be applied to a clean and dry surface. All coating application shall be executed using brushes, rollers, etc. No spray application will be permitted.

The Department requires acceptance testing of samples obtained on a per-lot basis per-shipment. The Division of Materials will perform acceptance testing. See Section 821.04.

The finish coat shall be Light Gray for Concrete. See Section 821.02.

All cost to complete Concrete Coating Application as specified shall be included in the Lump Sum price for "Concrete Coatings".

B. Sequence of Work.

Complete work in the sequence listed below:

1. Debris Removal
2. Pressure Washing
3. Concrete Coating Application

C. Inspection.

The Cabinet will provide inspection for all items required in this contract. Visual inspection will be required upon completion of each work item for each structure component or at the discretion of the Engineer at any time. All visual inspection shall be performed within arm's length distance.

1. Debris Removal: Visual Inspection.

2. Power Washing: Visual Inspection.

3. Concrete Coating:

Prime Coat Application Check for wet film thickness*, and defects in the Paint.

Finish Coat Application Check for wet film thickness*, paint appearance, color and quality of application.

D. Verifying Field Conditions.

The Contractor shall be familiar with all conditions at each bridge site. The Cabinet will not consider any claims due to the Contractor having not familiarized themselves with requirements of this work.

E. Residual Lead.

Residual lead paint may still be on bridge. The Contractor is advised to take all necessary protective measures including worker safety and environmental regulations when performing surface preparation. The Department will not consider any claims based on residual lead paint.

F. Damage to the structure.

The Contractor shall bear all responsibility and expense for any and all damage to the structure during the repair work, even to the removal and replacement of a fallen span, should the fallen span result from the contractors actions.

4. MEASUREMENT.

A. Bridge Cleaning.

The Cabinet will measure this item by Lump Sum, completed and accepted.

B. Concrete Coating.

The Cabinet will measure this item by Lump Sum, completed and accepted.

5. PAYMENT

A. Bridge Cleaning (24981EC).

Payment at the contract unit price for "Lump Sum" is full compensation for Debris Removal, Deck Drain Cleaning, Pressure Washing and all incidental items required to complete this with as specified in this note and attached detailed drawings.

B. Concrete Coating (24982EC).

Payment at the contract unit price for "Lump Sum" is full compensation for applying the concrete coatings and all incidental items required to complete this work as specified in this note and attached detailed drawings.

**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 **November 15, 2022.**

Contrary to Section 108.07.03, A **penalty of \$500.00 per day** will be assessed work not completed by the specified completion day.

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. Liquidated damages shall be assessed to the Contractor at a rate of \$500 per day for failing to replace temporary striping within this time limit.

5. PROJECT PHASING & CONSTRUCTION PROCEDURES

Maintain one lane of traffic on each bridge at all times in accordance with Standard Drawing Nos. TTC-100 TTC-110, TTC-115 and TTC-120 current edition for lane closures. The minimum clear lane width required is as follows:

| <u>Structure</u> | <u>Clear Lane Width</u> |
|------------------|-------------------------|
| 070B00040N | 12'-0" |
| 070B00042L | 12'-0" |
| 070B00042R | 12'-0" |
| 070B00045N | 12'-0" |
| 070B00046N | 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.

| <u>Structure</u> | <u>Signal</u> |
|------------------|---------------|
| 070B00045N | 2 Phase |
| 070B00046N | 2 Phase |

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, Portable Changeable Message Sign, Arrow Panel, Relocate Crash Cushion, Temp Signal 2 Phase and Temp Crash Cushion:

The Cabinet will measure this item by "Each".

Relocate Temporary Barrier, Concrete Barrier Type 9t, 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):

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

Lane Closure (02653) Portable Changeable Message Sign (02671), Arrow Panel (02775), Relocate Crash Cushion, (02898), Temp Signal 2 Phase (04933) and Temp Crash Cushion (20738NS112):

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

Relocate Temporary Barrier (02003), Concrete Barrier Type 9t (03171), 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.



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Andy Beshear
GOVERNOR

Jim Gray
SECRETARY

Asbestos Inspection Report

To: Tom Mathews

District: Central Office

Date: December 10, 2021

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Livingston 22-2970

Structure ID: 070B00040N

Structure Location: US 62 over P&L RR and Reeds Haul Road

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

Inspection Date: November 30, 2021

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# | # 3112072 | Address: | Livingston County |
| Client Name: | K Y T C | | Item # 070B00040N |
| Sampled By: | O'Dail Lawson | | |

[illegible]

Methodology : EPA Method 600/R-93-116

Date Analyzed : 7-Dec-21

Analyst : Winterford Mensah

Reviewed By: Wintgers Mencia
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.

AIHA # 102459

AJHA #1 02459

MRS, INC.

MRS, Inc. Analytical Laboratory Division

332 West Broadway, S Suite # 902
Louisville, Kentucky 40202

Phone # : (502) 495-1212
E-Mail Address : CEOMRSInc@AOL.Com

Client: KYTC
Address: 200 Mero Street
Frankfort, KY
40601
Attention : O'Dail Lawson

Project No: # 3112072
Sample ID: # 40 - 3
Sampled: 30-Nov-21
Received: 1-Dec-21
Analyzed: 7-Dec-21 - Point Count -

Bulk Sample Analysis

Sampled By : O'Dail Lawson

Facility/Location: Livingston County - Item # 07B00040N

Field Description: Guard Rail Mastic

Laboratory Description:

Gray Material

Asbestos Materials:

Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-Asbestos Fibrous Materials :

Cellulose 0.25 %

Binders 99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah

Reviewed By:

Winterford Mensah
Signature

AIHA #102459

/

AIHA #102459

/

AIHA #102459



Chain of Custody Record

Kentucky Transportation Cabinet

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

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Denver, Colorado 80221
United States of America

CERTIFICATE OF ACHIEVEMENT

This certificate is awarded to:
O'DAIL LAWSON

In recognition of satisfactory completion of the EPA-approved annual asbestos refresher training in accordance with the Model Accreditation Plan (MAP) (40 CFR Part 763, Subpart E, Appendix C), AHERA of the Toxic Substances Control Act (TSCA), and Colorado Regulation No. 8 entitled:

BUILDING INSPECTOR

COURSE COMPLETION: FEBRUARY 11, 2021
EXAMINATION DATE: FEBRUARY 11, 2021
EXPIRATION DATE: FEBRUARY 11, 2022
COURSE HOURS: 4.0

Danaya N. Wilson

CEO & Training Program Manager

Credential License ID:

28699399



Matthew Valley

Instructor

CHC Training Certificate No.:

R21-0204-AI



Verify this Certificate

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Andy Beshear
GOVERNOR

Jim Gray
SECRETARY

Asbestos Inspection Report

To: Tom Mathews

District: Central Office

Date: December 10, 2021

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Livingston 22-2970

Structure ID: 070B00042N

Structure Location: KY-0453 (Dover Road) over P&L RR and Reeds Haul Road

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

Inspection Date: November 30, 2021

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# | # 3112073 | Address: | Livingston County |
| Client Name: | K Y T C | | Item # 070B00042L |
| Sampled By: | O'Dail Lawson | | |

[illegible]

Methodology : EPA Method 600/R-93-116

Date Analyzed : 7-Dec-21

Analyst : Winterford Mensah

Reviewed By: Wintgers Mencia
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.

AIHA # 102459

AJHA #1 02459

MRS, INC.

MRS, Inc. Analytical Laboratory Division

332 West Broadway, S Suite # 902
Louisville, Kentucky 40202

Phone # : (502) 495-1212
E-Mail Address : CEOMRSInc@AOL.Com

Client: KYTC
Address: 200 Mero Street
Frankfort, KY
40601
Attention : O'Dail Lawson

Project No: # 3112073 B
Sample ID: # 42 - 3
Sampled: 30-Nov-21
Received: 1-Dec-21
Analyzed: 7-Dec-21 - Point Count -

Bulk Sample Analysis

Sampled By : O'Dail Lawson

Facility/Location: Livingston County - Item # 07B00042L

Field Description: Guard Rail Mastic

Laboratory Description:

Gray Material

Asbestos Materials:

Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-Asbestos Fibrous Materials :

Cellulose 0.25 %

Binders 99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah

Reviewed By: 
Signature

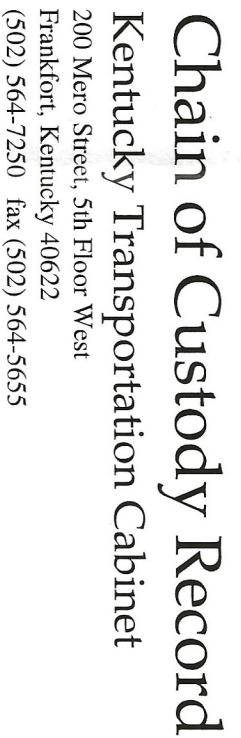
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United States of America

CERTIFICATE OF ACHIEVEMENT

This certificate is awarded to:
O'DAIL LAWSON

In recognition of satisfactory completion of the EPA-approved annual asbestos refresher training in accordance with the Model Accreditation Plan (MAP) (40 CFR Part 763, Subpart E, Appendix C), AHERA of the Toxic Substances Control Act (TSCA), and Colorado Regulation No. 8 entitled:

BUILDING INSPECTOR

COURSE COMPLETION: FEBRUARY 11, 2021
EXAMINATION DATE: FEBRUARY 11, 2021
EXPIRATION DATE: FEBRUARY 11, 2022
COURSE HOURS: 4.0

Danaya N. Wilson

CEO & Training Program Manager

Credential License ID:

28699399



Matthew Valley

Instructor

CHC Training Certificate No.:

R21-0204-AI



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TRANSPORTATION CABINET
transportation.ky.gov

Andy Beshear
GOVERNOR

Jim Gray
SECRETARY

Asbestos Inspection Report

To: Tom Mathews

District: Central Office

Date: December 10, 2021

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Livingston 22-2970

Structure ID: 070B00045N

Structure Location: KY-0453 (Dover Road) over P&L Railway

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

Inspection Date: November 30, 2021

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# | # 3112074 | Address: | Livingston County |
| Client Name: | K Y T C | | Item # 070B00045N |
| Sampled By: | O'Dail Lawson | | |


[illegible]

Reviewed By: Winterson Mendez
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

| | | | |
|----------------------------------|----------------------------------|---|---------------------------------|
| <i>MRS, INC.</i> | | <i>MRS, Inc. Analytical Laboratory Division</i> | |
| 332 West Broadway, S Suite # 902 | | Phone # : (502) 495-1212 | |
| Louisville, Kentucky 40202 | | E-Mail Address : CEOMRSInc@AOL.Com | |
| Client: | <u>KYTC</u> | Project No: | <u># 3112074 B</u> |
| Address: | <u>200 Mero Street</u> | Sample ID: | <u># 45 - 2</u> |
| | <u>Frankfort, KY</u> | Sampled: | <u>30-Nov-21</u> |
| | <u>40601</u> | Received: | <u>1-Dec-21</u> |
| | | Analyzed: | <u>7-Dec-21 - Point Count -</u> |
| | <u>Attention : O'Dail Lawson</u> | | |

| Bulk Sample Analysis | |
|---|--|
| Sampled By | <u>O'Dail Lawson</u> |
| Facility/Location: | <u>Livingston County - Item # 07B00045N</u> |
| Field Description: | <u>Guard Rail Mastic</u> |
| Laboratory Description: | <u>Gray Material</u> |
| | <u> </u> |
| | <u> </u> |
| Asbestos Materials: | <u>Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative</u> |
| | <u> </u> |
| | <u> </u> |
| Non-Asbestos Fibrous Materials : | |
| | <u>Cellulose 0.25 %</u> |
| | <u>Binders 99.50 %</u> |
| Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government. | |
| Analyst: | <u>Winterford Mensah</u> |
| Reviewed By: | <u></u> <small>Signature</small> |



Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 5th Floor West
Frankfort, Kentucky 40622
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United States of America

CERTIFICATE OF ACHIEVEMENT

This certificate is awarded to:
O'DAIL LAWSON

In recognition of satisfactory completion of the EPA-approved annual asbestos refresher training in accordance with the Model Accreditation Plan (MAP) (40 CFR Part 763, Subpart E, Appendix C), AHERA of the Toxic Substances Control Act (TSCA), and Colorado Regulation No. 8 entitled:

BUILDING INSPECTOR

| | |
|--------------------|-------------------|
| COURSE COMPLETION: | FEBRUARY 11, 2021 |
| EXAMINATION DATE: | FEBRUARY 11, 2021 |
| EXPIRATION DATE: | FEBRUARY 11, 2022 |
| COURSE HOURS: | 4.0 |

Danaya N. Wilson
CEO & Training Program Manager

Credential License ID:
28699399



Matthew Valley
Instructor

CHC Training Certificate No.:
R21-0204-AI



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Andy Beshear
GOVERNOR

Jim Gray
SECRETARY

Asbestos Inspection Report

To: Tom Mathews
District: Central Office
Date: December 10, 2021
Conducted By: O'Dail Lawson
Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Livingston 22-2970
Structure ID: 070B00046N
Structure Location: KY-0453 (Dover Road) over P&L Railway
Sample Description: Any suspect materials collected were negative for asbestos.
Inspection Date: November 30, 2021

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.

| | |
|-------------------------|---|
| <i>MRS, INC.</i> | <i>MRS, Inc. Analytical Laboratory Division</i> |
|-------------------------|---|

332 West Broadway, S Suite # 902
Louisville, Kentucky 40202

Phone # : (502) 495-1212
E-Mail Address : CEOMRSInc@AOL.Com

| | |
|--|--|
| Client: <u>KYTC</u> Address: <u>200 Mero Street</u> <u>Frankfort, KY</u> <u>40601</u> <u>Attention : O'Dail Lawson</u> | Project No: <u># 3112075 B</u> Sample ID: <u># 46 - 2</u> Sampled: <u>30-Nov-21</u> Received: <u>1-Dec-21</u> Analyzed: <u>7-Dec-21 - Point Count -</u> |
|--|--|

| Bulk Sample Analysis | | | | | |
|---|---|------------------|---------------|----------------|----------------|
| Sampled By | : <u>O'Dail Lawson</u> | | | | |
| Facility/Location: | <u>Livingston County - Item # 07B00046N</u> | | | | |
| Field Description: | <u>Guard Rail Mastic</u> | | | | |
| Laboratory Description: | <u>Gray Material</u> | | | | |
| Asbestos Materials: | <u>Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative</u> | | | | |
| Non-Asbestos Fibrous Materials : | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;"><u>Cellulose</u></td> <td style="width: 30%; text-align: right;"><u>0.25 %</u></td> </tr> <tr> <td><u>Binders</u></td> <td style="text-align: right;"><u>99.50 %</u></td> </tr> </table> | <u>Cellulose</u> | <u>0.25 %</u> | <u>Binders</u> | <u>99.50 %</u> |
| <u>Cellulose</u> | <u>0.25 %</u> | | | | |
| <u>Binders</u> | <u>99.50 %</u> | | | | |
| Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government. | | | | | |
| Analyst: <u>Winterford Mensah</u> | Reviewed By: <u></u> <small>Signature</small> | | | | |

AIHA #102459

/

AIHA #102459

/

AIHA #102459

MRS, INC.

MRS, Inc. Analytical Laboratory Division

332 West Broadway, S Suite # 902
Louisville, Kentucky 40202

Phone # : (502) 495-1212
E-Mail Address : CEOMRSInc@AOL.Com

Client: KYTC
Address: 200 Mero Street
Frankfort, KY
40601
Attention : O'Dail Lawson

Project No: # 3112075 B
Sample ID: # 46 - 3
Sampled: 30-Nov-21
Received: 1-Dec-21
Analyzed: 7-Dec-21 - Point Count -

Bulk Sample Analysis

Sampled By : O'Dail Lawson

Facility/Location: Livingston County - Item # 07B00046N

Field Description: Trowel On Sealant

Laboratory Description:

White Material

Asbestos Materials:

Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-Asbestos Fibrous Materials :

Cellulose 0.25 %

Binders 99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah

Reviewed By:

Winterford Mensah
Signature

AIHA #102459

/

AIHA #102459

/

AIHA #102459



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 KYTC 200 Mero Street Frankfort KY Phone: 502-782-5020 Fax: 502-564-5655 PO#: | Client Information Results Code: N/A = Not Applicable | | | | | | | |
| Project ID Livingston 070B00046A | | | | | | | | |
| Samplers (signature): [Signature] | | | | | | | | |
| Sample ID | Sample Description | Date | Time | Analysis Requested | Matrix | Color | Cont. Type | Preservative |
| 46-1 | Saint Lawrence | 11/30/07 | 12:40 | Asbestos bulk. | Fiber | black | N/A | |
| 46-2 | Guan Rail Marsh | | | | moss | grey | | |
| 46-3 | Trawl on Sealant | | | | sealant | white | | |
| | | | | | | | | |
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| | | | | | | | | |
| Relinquished By: | Date/Time: | | | | | | | |
| Received By: [Signature] | Date/Time: 12/01/07 | | | | | | | |
| Relinquished By: | Date/Time: | | | | | | | |
| Received at Lab By: FE | Date/Time: | | | | | | | |



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United States of America

CERTIFICATE OF ACHIEVEMENT

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O'DAIL LAWSON

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BUILDING INSPECTOR

| | |
|--------------------|-------------------|
| COURSE COMPLETION: | FEBRUARY 11, 2021 |
| EXAMINATION DATE: | FEBRUARY 11, 2021 |
| EXPIRATION DATE: | FEBRUARY 11, 2022 |
| COURSE HOURS: | 4.0 |

Danaya N. Wilson

CEO & Training Program Manager

Credential License ID:

28699399



Matthew Valley

Instructor

CHC Training Certificate No.:

R21-0204-AI



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Special Note for Railroad Coordination

Contractor shall coordinate all work with the impacted railroads. The railroad contact information for each bridge is listed below as well as any special concerns. Sufficient time shall be allowed for coordination efforts.

FE02 070 0062 B00040N 1.034,

FE02 070 0453 B00042L 03.28, and

FE02 070 0453 B00042R 03.28

RR Company: Vulcan Materials

RR Contact: Dale Driskill

270-556-5135

Special Concerns: Contractor shall protect the haul road as well as the Railroad

FE02 070 0453 B00045N 00.42

RR Company: Watco

RR Contact: Michael Koon

Michael.Koon@WatcoCompanies.com

270-508-2224

FE02 070 0453 B00046N 02.10

RR Company: Paducah and Louisville Railway

RR Contact: Josh Morris

270-816-5426

Special Concerns: Contractor shall adhere to Special Notes for Protection of Railroad Interest



SPECIAL NOTES FOR PROTECTION OF RAILROAD INTEREST

Paducah and Louisville Railway, Inc.

I. AUTHORITY OF RAILROAD ENGINEER AND STATE ENGINEER:

- A. *The authorized representative of the Railroad Company, hereinafter referred to as Railroad Engineer, shall have final authority in all matters affecting the safe maintenance of Railroad traffic of his Company including the adequacy of the foundations and structures supporting the Railroad tracks.*
- B. *The authorized representative of the State, hereinafter referred to as the Engineer, shall have authority over all other matters as prescribed herein and in the Project Specifications.*

II. NOTICE OF STARTING WORK:

- A. *The Contractor shall not commence any work on Railroad rights of way until he has complied with the following conditions:*
 - 1. Given the Railroad written notice, with copy to the Engineer who has been designated to be in charge of the work, **at least ten (10) days in advance** of the date he proposes to begin work on Railroad rights of way. **If flagging service is required, such notice shall be submitted at least thirty (30) days in advance** of the date scheduled to commence work. The Railroad's Contact information is on the Summary Sheet.
 - 2. Obtain written authorization from the Railroad to begin work on Railroad rights of way, such authorization to include an outline of specific conditions with which he must comply.
 - 3. Obtain written approval from the Railroad of Railroad Protective Insurance Liability coverage as required by paragraph 14 herein.
 - 4. Furnish a schedule for all work within the Railroad rights of way as required by paragraph 7, B, 1.
- B. *The Railroad's written authorization to proceed with the work shall include the names, addresses, and telephone numbers of the Railroad's representatives who are to be notified as hereinafter required. Where more than one representative is*

designated, the area of responsibility of each representative shall be specified.

III. INTERFERENCE WITH RAILROAD OPERATIONS:

- A. *The Contractor shall so arrange and conduct his work that there will be no interference with Railroad operations, including train, signal, telephone and telegraphic services, or damage to the property of the Railroad Company or to poles, wires, and other facilities of tenants on the rights of way of the Railroad Company. Whenever work is liable to affect the operations or safety of trains, the method of doing such work shall first be submitted to the Railroad Engineer for approval, but such approval shall not relieve the Contractor from liability. Any work to be performed by the Contractor which requires flagging service or inspection service (watchman) shall be deferred by the Contractor until the flagging protection required by the Railroad is available at the job site.*
- B. *Whenever work within Railroad rights of way is of such a nature that impediment to Railroad operations such as use of runaround tracks or necessity for reduced speed is unavoidable, the Contractor shall schedule and conduct his operations so that such impediment is reduced to the absolute minimum.*
- C. *Should conditions arising from, or in connection with the work, require that immediate and unusual provisions be made to protect operations and property of the Railroad, the Contractor shall make such provisions. If in the judgment of the Railroad Engineer, or in his absence, the Engineer, such provisions are insufficient, either may require or provide such provisions, as he deems necessary. In any event, such unusual provisions shall be at the Contractor's expense and without cost and/or time to the Railroad or the State.*

IV. TRACK CLEARANCES

- A. *The minimum track clearances to be maintained by the Contractor during construction are shown on the Project Plans. However, before undertaking any work within Railroad rights of way, or before placing any obstruction over any track, the Contractor shall:*
 - 1. Notify the Railroad's representative **at least 72 hours in advance** of the work.
 - 2. Receive assurance from the Railroad's representative that arrangements have been made for flagging service as necessary.
 - 3. Receive permission from the Railroad's representative to proceed with the work.
 - 4. Ascertain that the Engineer has received copies of notice to the Railroad and

of the Railroad's response thereto.

V. CONSTRUCTION PROCEDURES

A. *General:*

1. Construction work on Railroad property shall be:
 - a) Subject to the inspection and approval of the Railroad.
 - b) In accord with the Railroad's written outline of specific conditions.
 - c) In accord with the Railroad's general rules, regulations and requirements including those relating to safety, fall protection and personal protective equipment.
 - d) In accord with all Special Notes, Summaries, and Addendums.
2. The Railroad requires a submission of construction procedure that meets the requirements of these Special Notes and attachments. The Railroad's **submittal review period is thirty (30) days. Resubmissions will be reviewed within 2 weeks.**

B. *Excavation and shoring:*

1. The sub grade of an operated track shall be **maintained with edge of berm at least 10'0" from centerline of track and not more than 24 inches below top of rail.** Contractor will not be required to make existing section meet this specification if substandard, in which case the existing section will be maintained.
2. The Contractor will be required to take special precaution and care in connection with excavating and shoring pits, and in driving piles, or sheeting for footings adjacent to tracks to provide adequate lateral support for the tracks and the loads which they carry, without disturbance of track alignment and surface, and to avoid obstructing track clearances with working equipment, tools or other material. The procedure for doing such work, including need of and plans for shoring, shall first be approved by the Engineer and the Railroad Engineer, but such approval shall not relieve the Contractor from liability.
3. The Contractor shall submit a detailed procedure for the installing of sheeting/shoring adjacent to Railroad Tracks.
4. Shoring protection shall be provided when excavating adjacent to an active track or railroad facility or as determined by the Railroad. Shoring will be provided in accordance with AREMA *Manual for Railway Engineering*

Chapter 8, part 28; except as noted below.

5. Shoring may not be required if all of the following conditions are satisfied:
 - a. Excavation does not encroach upon a 1½ horizontal: 1 vertical theoretical slope line starting 1'-6" below top of rail and at 12'-0" minimum from centerline of the track (live load influence zone).
 - b. Track is on level ground or in a cut section and on stable soil.
 - c. Excavation does not adversely impact the stability of a Railroad facility (i.e. signal bungalow, drainage facility, undergrade bridge, building, etc.)
 - d. Shoring is not required by any governing construction code.
6. When the track is on an embankment, excavating the toe of the embankment without shoring may affect the stability of the embankment. Therefore, excavation of the embankment toe without shoring will not be permitted.
7. Trench boxes are prohibited for use on Railroad property within the theoretical live load influence zone.
8. The required protection is the cofferdam type that completely encloses the excavation. Where dictated by conditions, partial cofferdams with opened sides away from the track may be used. Cofferdams shall be constructed using steel piling, or when approved by the engineer, steel soldier piles with timber lagging. Wales and struts shall be provided and designed as needed. The following shall be considered when designing cofferdams:
 - a. Shoring shall be designed to resist a vertical live load surcharge of 1,880 lbs. per square foot, in addition to active earth pressure. The surcharge shall be assumed to act on a continuous strip, 8'6" wide. Lateral pressures due to surcharge shall be computed using the strip load formula shown in *AREMA Manual for Railway Engineering*, Chapter 8, Part 20.
 - b. Allowable stresses in materials shall be in accordance with *AREMA Manual for Railway Engineering*, Chapter 7, 8, and 15.
 - c. A construction procedure for temporary shoring shall be shown on the drawing.
 - d. All shoring systems on or adjacent to Railroad right-of-way shall be equipped with railings or other approved fall protection.
 - e. A minimum horizontal clearance of 10'-0" from centerline of the track to face of nearest point of shoring shall be maintained provided a 12'-0" roadbed is maintained with a temporary walkway and handrail system.

9. The Contractor shall submit the following drawings and calculations (all shall be signed/sealed by a Professional Engineer) for the Railroad's review and approval.
 - a. Six (6) sets of detailed drawings of the shoring systems showing sizes of all structural members, details of connections, and distances from centerline of track to face of shoring. Drawing shall show a section showing height of shoring and track elevation in relation to bottom of excavation.
 - b. Six (6) sets of calculations of the shoring design. The drawings and calculations shall be prepared by a Licensed Professional Engineer and shall bear the Engineer's seal and signature. Shoring plans shall be approved by the Railroad's construction engineering and inspection representative.
 - c. For sheeting and shoring within 18'-0" of the centerline of the track, the live load influence zone, and in slopes, the Contractor shall use interlocked steel sheeting (sheet pile).
 - d. Sheet pile installed in slopes or within 18'-0" of the centerline shall not be removed.
 - e. Sheet pile shall be cut off a minimum of 3'-0" below the finished grade, ditch line invert, or as directed by the Engineer. The ground shall be backfilled and compacted immediately after sheet pile is cut off.
 - f. A procedure for cutting off the sheet pile and restoring the embankment shall be submitted to the Engineer for review and acceptance.

C. Demolition Procedure:

1. Railroad tracks and other railroad property, including signals, structures, and other facilities, must be protected from damage during the procedure. No crane or equipment may be set on the rails or track structure and no material may be dropped on Railroad property.
2. The Contractor is required to submit a plan showing the location of cranes, horizontally and vertically, operating radii, with delivery or disposal locations shown. The location of all tracks and other railroad facilities as well as all obstructions such as wire lines, poles, adjacent structures, etc. must also be shown.
3. Crane rating sheets showing cranes to be adequate for **150% of the actual weight of the pick.** A complete set of crane charts, including crane,

counterweight, and boom nomenclature is to be submitted.

4. Plans and computations showing the weight of the pick must be submitted. Calculations shall be made from plans of the existing and/or proposed structure showing complete and sufficient details with supporting data for the demolition or erection of the structure. If plans do not exist, lifting weights must be calculated from field measurements. If possible, field measurements shall be taken with a Railroad representative present.
5. A data sheet must be submitted listing the types, size, and arrangements of all rigging and connection equipment. The safe working load capacity of all rigging and connecting equipment shall be 150% above the calculated weight of the pick.
6. A complete procedure is to be submitted, including the order of lifts, time required for each lift, and any repositioning or re-hitching of the crane or cranes.
7. All erection or demolition plans, procedures, data sheets, etc. submitted must be prepared, signed and sealed by a Registered Professional Engineer.
8. The Railroad's representative must be present at the site during the entire demolition and erection procedure period.
9. All procedures, plans and calculations shall first be approved by the Engineer and the Railroad Engineer, but such approval does not relieve the Contractor from liability.
10. Loads shall not be supported while any trains are passing if that piece of equipment has the capacity to foul a 50' envelope.
11. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor's means and methods submission.
12. Existing, obsolete, bridge piers shall be removed to a minimum of 3'-0" below the finished grade, final ditch line invert, or as directed by the Engineer.
13. A minimum quantity of 25 tons of Railroad approved track ballast may be required to be furnished and stockpiled on site by the Contractor, or as directed by the Engineer.
14. On-track or ground debris shields such as crane mats are prohibited.
15. Overhead Demolition Debris Shield – Shall be installed prior to the

demolition of a bridge deck or other relevant portions of the superstructure.

- a. The demolition debris shield shall be erected from the underside of the bridge over the track area to catch all falling debris.
 - b. The Contractor shall include the demolition debris shield installation/removal means and methods as part of the proposed Controlled Demolition procedure submission.
 - c. The demolition debris shield shall provide 23'-0" minimum vertical clearance if the existing clearance is less than 23'-0" as approved by the Railroad. Horizontal clearance to the centerline of the track should not be reduced unless approved by the Engineer.
 - d. The vertical clearance ATR (above top of rail) is measured from the top of rail to the lowest point on the overhead shielding system measured within a distance of 6'-0" out from each side of the track centerline.
 - e. The demolition debris shield design and supporting calculations, all signed/sealed by a Professional Engineer, shall be submitted for review and acceptance.
 - f. The demolition debris shield shall have a **minimum** design load of 50 pounds per square foot **plus** the weight of the equipment, debris, personnel, and other loads to be carried.
 - g. The Contractor shall include the proposed bridge deck removal procedure in its demolition means and methods and shall verify that the size and quantity of the demolition debris generated by the procedure does not exceed the shield design loads.
 - h. The contractor shall clean the demolition debris shield daily or more frequently as dictated either by the approved design parameters or as directed by the Engineer.
16. Vertical Demolition Shield – This type of shield may be required for substructure removals in close proximity to track and other facilities, as determined by the Engineer.
 - a. Prior to commencing the demolition activity, the Contractor shall install a ballast protection system consisting of geotextile to keep the railroad ballast from becoming fouled with construction or demolition debris and fines. The geotextile ballast protection system shall be installed and maintained by the Contractor for the project duration in accordance with the attached plan, or with additional

measures as directed by the Engineer.

- b. The Contractor shall submit detailed plans, with detailed calculations, prepared and submitted by a Professional Engineer of the protection shield and ballast protection systems for approval prior to the start of demolition.
 - c. Blasting will not be permitted to demolish a structure over or within Railroad right-of-way.
- 17. The Controlled Demolition procedure must be approved by the Engineer prior to undertaking work on the project.
 - 18. The Contractor shall provide timely communication to the Engineer when scheduling the demolition related work so that the Engineer may be present during the entire demolition procedure.
 - 19. At any time during demolition activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances which may create a potential hazard to rail operations or Railroad facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. The Railroad shall not be responsible for any additional costs or time claims associated with such revisions.

D. Erection Procedure:

The Contractor shall submit a detailed procedure for performing erection on/about Railroad property.

- 1. The Contractor shall submit six (6) copies of the detailed procedure for erection of the proposed structures over or adjacent to the tracks or right-of-way. This procedure shall include a plan showing the locations of cranes, horizontally and vertically, operating radii, with staging locations shown, including beam placement on ground or truck unloading staging plan. Plan should also include the location of all tracks, other railroad facilities; wires, poles, adjacent structures, or buried utilities that could be affected, showing that the proposed lifts are clear of these obstructions should be shown. No crane or equipment may be set on the rails or track structure.
- 2. Also included with this submittal the following information:

- a. As-Built Bridge Seat Elevations - All as-built bridge seats and top of rail elevations shall be furnished to the Engineer for review and verification at least 30 days in advance of construction or erection, to ensure that minimum vertical clearances as approved in the plans will be achieved.
 - b. Computations showing weight of picks must be submitted. Computations shall be made from plans of the structure beams being erected and those plans or sections thereof shall also be included in the submittal; the weight shall include the weight of concrete or other materials including lifting rigging.
 - c. Crane rating sheets showing cranes to be adequate for 150% of the actual weight of the pick. A complete set of crane charts, including crane, counterweight, maximum boom angle, and boom nomenclature is to be submitted. Safety factors that may have been "built in" to the crane charts are not to be considered when determining the 150% Factor of Safety.
 - d. A data sheet shall be prepared listing the type, size and arrangements of slings, shackles, or other connecting equipment. Include copies of a catalog or information sheets for specialized equipment. All specific components proposed for use shall be clearly identified and highlighted in the submitted documents. The safe working load capacity of the connecting equipment shall be 150% above the calculated weight of the pick.
 - e. A complete written procedure is to be included that describes the sequence of events, indicating the order of lifts and any repositioning or rehitching of the crane or cranes.
 - f. A time schedule for each of the various stages must be shown as well as a schedule for the entire lifting procedure. The proposed time frames for all critical sub tasks (i.e., performing aerial splices, installing temporary bracing, etc.) shall be furnished so that the potential impact(s) to Railroad operations may be assessed and eliminated or minimized.
 - g. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor's means and methods submission.
 - h. Design and supporting calculations prepared by the Professional Engineer for items including the temporary support of components or intermediate stages shall be submitted for review. A guardrail will be required to be installed in a track where a temporary bent is located within twelve (12) feet from the centerline of that track.
3. The proposed Erection procedure must be approved by the Engineer prior to

undertaking work on the project.

4. The Contractor shall provide timely communication to the Engineer when scheduling the erection related work so that the Engineer may be present during the entire erection procedure.
5. At any time during construction activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances which may create a potential hazard to rail operations or Railroad facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. The Railroad shall not be responsible for any additional costs or time claims associated with such revisions.

E. Blasting:

1. The Contractor shall obtain advance approval of the Railroad Engineer and the Engineer for use of explosive on or adjacent to Railroad property. The request for permission to use explosives shall include a detailed blasting plan. If permission for use of explosives is granted, the Contractor will be required to comply with the following:
 - a) Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of the Contractor and a licensed blaster.
 - b) Electric detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way train radios.
 - c) No blasting shall be done without the presence of an authorized representative of the Railroad. **At least 10 days advance notice** to the person designated in the Railroad's notice of authorization to proceed (see paragraph 2B above) will be required to arrange for the presence of an authorized Railroad representative and such flagging as the Railroad may require.
 - d) Have at the job site adequate equipment, labor and materials and allow sufficient time to clean up debris resulting from the blasting without delay to trains, as well as correcting at his expense any track misalignment or other damage to Railroad property resulting from the blasting as directed by the Railway's authorized representative. If his actions result in delay of trains, the Contractor shall bear the entire cost thereof.
 - e) Explosives shall not be stored on Railroad Property.
 - f) At any time during the blasting activities, the Engineer may require

revisions to the previously approved procedures to address weather, site conditions, or other circumstance which may create a potential hazard to rail operations or Railroad facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. The Railroad shall not be responsible for any additional costs or time claims associated with such revisions.

2. The Railroad representative will:
 - a) Determine the approximate location of trains and advise the Contractor the approximate amount of time available for the blasting operation and clean-up.
 - b) Have the authority to order discontinuance of blasting if, in his opinion, blasting is too hazardous or is not in accord with these Special Notes.

F. Track Monitoring:

The Contractor shall submit for Railroad review and approval, a detailed track monitoring program to detect both horizontal and vertical movement of the track and roadbed, a minimum of 30-days in advance of start of work.

1. For the installation of temporary or permanent shoring systems, including but not limited to soldier piles and lagging, and interlocked steel sheeting on or adjacent to the Railroad's right-of-way, the contractor may be required to submit a detailed track monitoring program for the Railroad's approval prior to performing any work near the Railroad's right-of-way.
2. The program shall specify the survey locations, the distance between the location points, and frequency of monitoring before, during, and after construction. The Railroad reserves the right to modify the survey locations and monitoring frequency as necessary during the project.
3. The survey data shall be collected in accordance with the approved frequency and immediately furnished to the Engineer for analysis.
4. If any movement has occurred as determined by the Engineer, the Railroad will be immediately notified. The Railroad, at its sole discretion, shall have the right to immediately require all contractor operations to be ceased, have the excavated area immediately backfilled and/or determine what corrective action is required. Any corrective action required by the Railroad or performed by the Railroad including monitoring of corrective action of the contractor will be at project expense.

G. Maintenance of Railroad Facilities:

1. The Contractor will be required to maintain all ditches and drainage structures free of silt or other obstructions which may result from his operations and provide and maintain any erosion control measures as required. The Contractor shall provide erosion control measures during construction and use methods that accord with applicable state standard specifications for road and bridge construction, including either (1) silt fence; (2) berm or temporary ditches; (3) sediment basin; (4) aggregate checks; and (5) channel lining. The Contractor will promptly repair eroded areas with Railroad rights of way and to repair any other damage to the property of the Railroad or its tenants at the Contractor's expense.
2. All maintenance and repair of damages due to the Contractor's operations shall be done at the Contractor's expense.

H. Storage of Materials and Equipment:

1. Materials and equipment shall not be stored where they will interfere with Railroad operations, nor on the rights of way of the Railroad Company without first having obtained permission from the Railroad Engineer, and such permission will be with the understanding that the Railroad Company will not be liable for damage to such material and equipment from any cause and that the Railroad Engineer may move or require the Contractor to move, at the Contractor's expense, such material and equipment.
2. All grading or construction machinery that is left parked near the track unattended by a watchman shall be effectively immobilized so that it cannot be moved by unauthorized persons. The Contractor shall protect, defend, indemnify and save Railroad, and any associated, controlled or affiliated corporation, harmless from and against all losses, costs, expenses, claim or liability for loss or damage to property or the loss of life or personal injury, arising out of or incident to the Contractor's failure to immobilize grading or construction machinery.

I. Cleanup:

1. Upon completion of the work, the Contractor shall remove from within the limits of the Railroad rights of way, all machinery, equipment, surplus materials, falsework, rubbish or temporary buildings of the Contractor, and leave said rights of way in a neat condition satisfactory to the Chief Engineer of the Railroad or his authorized representative.

VI. DAMAGES:

- A. *The Contractor shall assume all liability for any and all damages to his/her work, employees, equipment and materials caused by Railroad traffic.*
- B. *Any cost incurred by the Railroad for repairing damages to its property or to property of its tenants, caused by or resulting from the operations of the Contractor, shall be paid directly to the Railroad by the Contractor.*

VII. FLAGGING SERVICES:

A. *When Required:*

- 1. Flagging services will not be provided until the contractor's insurance has been reviewed & approved by the Railroad.
- 2. Under the terms of the agreement between the Department and the Railroad, the **Railroad has sole authority to determine the need for flagging** required to protect its operations. In general, the requirements of such services will be whenever the Contractor's personnel or equipment are likely to be, working on the Railroad's rights of way, or across, over, adjacent to, or under a track, or when such work has disturbed or is likely to disturb a railroad structure or the railroad roadbed or surface and alignment of any track to such extent that the movement of trains must be controlled by flagging. If any element (workers, equipment, tools, scaffolding, etc.) may exist or fall within 25-feet of the edge of track, a flagman is necessary.
- 3. Normally, the Railroad will assign one flagman to a project; but in some cases, more than one may be necessary, such as yard limits where three- (3) flagmen may be required. However, if the Contractor works within distances that violate instructions given by the Railroad's authorized representative or performs work that has not been scheduled with the Railroad's authorized representative, a flagman or flagmen may be required until the project has been completed.

B. *Scheduling and Notification:*

- 1. Not later than the time that approval is initially requested to begin work on Railroad rights of way, Contractor shall furnish to the Railroad and the Department a schedule for all work required to complete the portion of the project within Railroad rights of way and arrange for a job site meeting between the Contractor, the Department, and the Railroad's authorized representative. Flagman or Flagmen may not be provided until the job site meeting has been conducted and the Contractor's work scheduled.
- 2. The Contractor will be required to give the Railroad representative **at least**

10 working days of advance written notice of intent to begin work within Railroad rights of way. If it is necessary for the Railroad to advertise a flagging job for bid, it **may take up to 90-days to obtain service**. Once begun, when work is suspended at any time for any reason, the Contractor will be required to give the Railroad representative **at least 3 working days of notice** before resuming work on Railroad rights of way. Such notice shall include sufficient details of the proposed work to enable the Railroad representative to determine if flagging will be required. If such notice is in writing, the Contractor shall furnish the Engineer a copy; if notice is given verbally it shall be confirmed in writing with copy to the Engineer. If flagging is required, no work shall be undertaken until the flagman, or flagmen is present at the job site. It **may take up to 30 days to obtain flagging initially** from the Railroad. When flagging begins the flagman is usually assigned by the Railroad to work at the project site on a continual basis until no longer needed and may be unable to be called for on a spot basis. If flagging becomes unnecessary and is suspended, it **may take up to 10 days to again obtain flagging services** from the Railroad. Due to labor agreements, it is necessary to give **5 working days notice before flagging service may be discontinued** and responsibility for payment stopped.

3. If, after the flagman is assigned to the project site, emergencies arise which require the flagman's presence elsewhere, and then the Contractor shall delay work on Railroad rights of way until such time as the flagman is again available. Any additional costs resulting from such delay shall be borne by the Contractor and not the Department or Railroad.
4. When demobilizing, the Contractor shall contact the flagman to avoid unnecessary flagging charges. This communication shall be documented.

C. Payment:

1. **The Cabinet will be responsible for paying the Railroad directly for any and all costs of flagging,** which may be required to accomplish the construction. **The Contractor shall adhere to the Special Note for Railroad Flagging, if applicable, and may be charged for flagging in excess of the allowable days, per said Special Note.**
2. The estimated cost of flagging is listed on the Summary Sheet. The charge to the Cabinet by the Railroad will be the actual cost based on the rate of pay for the Railroad's employees who are available for flagging service at the time the service is required.

3. Railroad work involved in preparing and handling bills will also be charged to the Cabinet. Charges to the Cabinet by the Railroad shall be in accordance with applicable provisions of 23 CRF 140, Subpart I and 23 CRF 646, Subpart B. Flagging costs are subject to change. The above estimates of flagging cost are provided for information only and are not binding in any way.

D. Verification:

1. The Contractor and Department will review and sign the Railroad flagman's time sheet, attesting that the flagman was present during the time recorded. Flagman may be removed by Railroad if form is not signed. If flagman is removed, the Contractor will not be allowed to re-enter the Railroad rights of way until the issue is resolved. Any complaints concerning flagman or flagmen must be resolved in a timely manner. If need for flagman or flagmen is questioned, please contact the Railroad's Representative listed on the Project Summary Sheet. All verbal complaints must be confirmed in writing by the Contractor within 5 working days with copy to the Highway Engineer. All written correspondence should be addressed to the Railroad's Representative listed on the Project Summary Sheet.
2. The Railroad flagman assigned to the project will be responsible for notifying the Project Engineer upon arrival at the job site on the first day (or as soon thereafter as possible) that flagging services begin and on the last day that he performs such services for each separate period that services are provided. The Project Engineer will document such notification in the project records. When requested, the Project Engineer will also sign the flagman's diary showing daily time spent and activity at the project site.

VIII. HAUL ACROSS RAILROAD:

- A. *Where the plans show or imply that materials of any nature must be hauled across a Railroad, unless the plans clearly show that the State has included arrangements for such haul in its agreement with the Railroad, the Contractor will be required to make all necessary arrangements with the Railroad regarding means of transporting such materials across the Railroad. The Contractor will be required to bear all costs incidental, including flagging, to such crossings whether services are performed by his own forces or by Railroad personnel.*
- B. *No crossing may be established for use of the Contractor for transporting materials or equipment across the tracks of the Railroad Company unless specific authority for is installation, maintenance, necessary watching and flagging thereof and removal, all at the expense of the Contractor, is first obtained from the Railroad Engineer. The approval process for an agreement normally takes 90-days.*

IX. WORK FOR THE BENEFIT OF THE CONTRACTOR:

- A. *All temporary or permanent changes in wire lines or other facilities which are considered necessary to the project are shown on the plans; included in the force account agreement between the State and the Railroad or will be covered by appropriate revisions to same which will be initiated and approved by the State and/or the Railroad.*
- B. *Should the Contractor desire any changes in addition to the above, then he shall make separate arrangements with the Railroad for same to be accomplished at the Contractor's expense.*

X. COOPERATION AND DELAYS:

- A. *It shall be the Contractor's responsibility to arrange a schedule with the Railroad for accomplishing stage construction involving work by the Railroad or tenants of the Railroad. In arranging his schedule he shall ascertain, from the Railroad, the lead time required for assembling crews and materials and shall make due allowance therefore.*
- B. *Train schedules cannot be provided to the Contractor. It is the Contractor's responsibility to contact the Railroad in order to arrange "Track Time." This "Track Time" will be an agreed upon prearranged time period that the Railroad will, without undue burden, schedule no train traffic to facilitate the Contractor's work on or near Railroad right-of-way. This track time must be arranged at least 48 hours prior to the date of need.*
- C. *No charge or claims of the Contractor against either the Department or the Railroad will be allowed for hindrance or delay on account of railroad traffic; any work done by the Railroad or other delay incident to or necessary for safe maintenance of Railroad traffic or for any delays due to compliance with these Special Notes.*
- D. *The Contractor shall cooperate with others participating in the construction of the Project to the end that all work may be carried on to the best advantage.*
- E. *The Railroad does not assume any responsibility for work performed by others in connection with the Project. No claims of the Contractor against the Railroad for any inconvenience, delay, or additional cost incurred by the Contractor on account of operations by others.*

XI. TRAINMAN'S WALKWAYS:

- A. *Along the outer side of each exterior track of multiple operated track, and on each side of single operated track, an unobstructed continuous space suitable for*

*trainman's use in walking along trains, extending to a line not less than 10 feet from centerline of track, shall be maintained. Any temporary impediments to walkways and track drainage encroachments or obstructions allowed during work hours while Railroad's protective service is provided shall be removed before the close of each day. If there is any excavation near the walkway, a handrail, with **10'-0"** **minimum clearance from centerline of track**, shall be placed.*

XII. GUIDELINES FOR PERSONNEL ON RAILROAD RIGHTS OF WAY:

- A. All persons shall wear hard hats. Appropriate eye and hearing protection must be used. Working in shorts is prohibited. Shirts must cover shoulders, back and abdomen. Working in tennis or jogging shoes, sandals, boots with high heels, cowboy and other slip on type boots is prohibited. Hard-sole, lace-up footwear, zippered boots cinched with straps which fit snugly about the ankle are adequate. Safety boots are strongly recommended.*
- B. No one is allowed within **25' of the centerline of the track** without specific authorization from the flagman.*
- C. All persons working near track when train is passing are to look out for dragging bands, chains and protruding or shifting cargo.*
- D. No one is allowed to cross tracks without specific authorization from the flagman.*
- E. All welders and cutting torches working within **25' of track must stop when train is passing.***
- F. No steel tape or chain will be allowed to cross or touch rails without permission.*

XIII. GUIDELINES FOR EQUIPMENT ON RAILROAD RIGHTS OF WAY:

- A. No crane or boom equipment will be allowed to set up to work or park within **boom distance plus 15' of centerline of track** without specific permission from railroad official and flagman.*
- B. No crane or boom equipment will be allowed to foul track or lift a load over the track without flag protection and track time.*
- C. All employees will stay with their machines when crane or boom equipment is pointed toward track.*
- D. All cranes and boom equipment under load will stop work while a train is passing*

(including pile driving).

- E. Swinging loads must be secured to prevent movement while train is passing.*
- F. No loads will be suspended above a moving train.*
- G. No equipment will be allowed within **25' of centerline of track** without specific authorization of the flagman.*
- H. Trucks, tractors or any equipment will not touch ballast line without specific permission from railroad official and flagman.*
- I. No equipment or load movement **within 25' or above a standing train or other equipment** without specific authorization of the flagman.*
- J. All operating equipment within **25' of track must halt operations when a train is passing**. All other operating equipment may be halted by the flagman if the flagman views the operation to be dangerous to the passing train.*
- K. All equipment, loads and cables are prohibited from touching rails.*
- L. While clearing and grubbing, no vegetation will be removed from railroad embankment with heavy equipment without specific permission from the Railroad Engineer and flagman.*
- M. No equipment or materials will be parked or stored on Railroad's property unless specific permission is granted from the Railroad Engineer.*
- N. All unattended equipment that is left parked on Railroad property shall be effectively immobilized so that it can not be moved by unauthorized persons.*
- O. All cranes and boom equipment will be turned away from track after each work day or whenever unattended by an operator.*

XIV. INSURANCE:

- A. In addition to any other forms of insurance or bonds required under the terms of the contract and specifications, the Contractor will be required to carry insurance of the following kinds:*
 - 1. Statutory Workers' Compensation and Employer's Liability insurance.*
 - 2. An Occurrence Form Railroad Protective Policy with limits of not less than Five Million (\$5,000,000.00) Dollars per occurrence for Bodily Injury Liability, Property Damage Liability and Physical Damage to Property, with Ten Million (\$10,000,000.00) Dollars aggregate for the term of the policy with respect to Bodily Injury, Liability, Property Damage Liability and*

Physical Damage to Property.

3. Automobile Liability in an amount not less than One Million (\$1,000,000.00) Dollars combined single limit.
4. Comprehensive General Liability in an amount not less than Five Million (\$5,000,000.00) Dollars combined single limit. In the event the policy is a Claims Made Policy, coverage shall include an aggregate of Ten Million (\$10,000,000.00) Dollars. Limits may be accomplished by use of underlying coverage with an umbrella as long as the umbrella follows form.

Each policy shall name P&L as a named insured and shall provide for not less than ten (10) days prior written notice to P&L of cancellation of, or any material change in the policies. The policies shall not contain any exclusions related to doing business on, near, or adjacent to Railroad facilities.

Applicant shall provide P&L with a Certificate of Insurance evidencing such coverage and, upon request, shall deliver a certified, true and complete copy of the policy or policies to P&L.

It is understood that, so long as this Agreement shall remain in force, P&L shall have the right, from time to time, to revise the amount or form of insurance coverage's provided in this exhibit as circumstances or changing economic conditions may require. P&L shall give Applicant written notice of any such requested change at least thirty (30) days prior to the date of expiration of the then existing policy or policies and Applicant shall provide P&L with such revised policy or policies therefore or otherwise agree to modify the Agreement to remove the limitation of indemnification to Applicant's limits of insurance.

All insurance provided must be primary and shall not be reduced or limited by any insurance procured by P&L.

XV. FAILURE TO COMPLY:

- A. *These Special Notes are supplemental and amendatory to the current edition of the Kentucky Department of Highways' Standard Specifications for Road and Bridge Construction and amendments thereof, and where in conflict therewith, these Special Notes shall govern.*
- B. *In the event the Contractor violates or fails to comply with any of the requirements of these Special Notes:*
 1. The Railroad Engineer may require that the Contractor vacate Railroad property.
 2. The Engineer may withhold all monies due the Contractor on monthly

statements.

3. Any such orders shall remain in effect until the Contractor has remedied the situation to the satisfaction of the Railroad Engineer and the Engineer.

XVI. PAYMENT FOR COST OF COMPLIANCE:

- A. *No separate payment will be made for any extra cost incurred on account of compliance with these Special Notes. All such cost shall be included in prices bid for other items of the work as specified in the payment items.*



Kentucky Transportation Cabinet
Division of Right of Way & Utilities

TC 69-008
Rev. 4-2020
Page 1 of 2

SUMMARY FOR KYTC PROJECTS THAT INVOLVE A RAILROAD

Date: 11/1/2021 (enter using mm/dd/yyyy format)

This project actively involves the below listed railroad company. This Project Summary provides an abbreviated listing of project specific railroad data. The detailed needs of the specified railroad company are included in the Special Notes for Protection of Railroad Interest in the proposal package. By submitting a bid, the contractor attests that they have dutifully considered and accepted the provisions as defined in both documents.

GENERAL ROAD PROJECT INFORMATION (This section must be provided by KYTC)

| | | | |
|----------------------|--|-------------------|-------------|
| County: | Livingston | | |
| Federal Number: | N/A | | |
| State Number: | FE02 070 0453 B00046N 02.10 | | |
| Route: | KY 453 | | |
| Project Description: | Bridge Rehabilitation on KY 453 (Dover Road) over Paducah and Louisville | | |
| Item Number: | 1 - 0146.OTH | Highway Milepost: | 2.100-2.110 |

GENERAL RAIL INFORMATION (The below sections must be provided by Railroad Company)

| | | | |
|---|--------------------------------|---------------------------|--------|
| Rail Company Name: | Paducah and Louisville Railway | | |
| DOT# (if applicable): | # 297275A | Railroad Milepost: | 202.39 |
| Freight: Train Count (6am to 6pm): | 4 | Train Count (6pm to 6am): | 4 |
| Passenger: Train Cnt. (6am to 6pm): | 0 | Train Cnt. (6pm to 6am): | 0 |
| | | Train Cnt. (24 hr total): | 8 |
| | | Max Speed: | 35 mph |
| | | Max Speed: | 0mph |
| (This information is necessary to acquire the necessary insurances when working with Railroad Right of Way) | | | |

INSURANCE REQUIREMENTS

- The named insured, description of the work and designation of the job site to be shown on the Policy are as follows:
- (a) Named Insured: Paducah and Louisville Railway
 - (b) The project description should be as indicated in the General Road Project Information section.
 - (c) The designation of the jobsite is the route, Milepost, and AAR-DOT# listed above.

FLAGGING INFORMATION

Flagging Estimate:
All flagging will be paid to the RR by KYTC. Contractor shall adhere to the Special Note for Railroad Flagging if applicable.

Hourly Rate:
\$1,456.08 per Day based on a 10hour day effective as of the date of this document.

Work by a flagman in excess of 8 hours per day or 40 hours per week, but not more than 12 hours a day will result in overtime pay at 1 ½ times the appropriate rate. Work by a flagman in excess of 12 hours per day will result in overtime pay at 2 times the appropriate rate. If work is performed on a holiday, the flagging rate is 2 ½ times the normal rate.

Forecasted Rate Increases:
Rates will increase to \$ per based on a hour day effective (enter using M/d/yyyy format).

RAILROAD CONTACTS

(to be provided by Railroad Company)

General Railroad Contact:

Floyd Bishop, Chief Engineer
200 Clark Street Paducah, KY 42003
(Phone) (270) 444 4386
(Email) fbishop@palrr.com

Regional Representative (Roadmaster):

Josh Morris

(Phone) (270) 816-5426
(Email)

Insurance contact:

Floyd Bishop, Chief Engineer
200 Clark Street Paducah, KY 42003
(Phone) (270) 444 4386
(Email) fbishop@palrr.com

Railroad Designer Contact:

Contractor ☐

Floyd Bishop, Chief Engineer
200 Clark Street Paducah, KY 42003
(Phone) (270) 444 4386
(Email) fbishop@palrr.com

Railroad Construction Contact:

Contractor ☐

Floyd Bishop, Chief Engineer
200 Clark Street Paducah, KY 42003
(Phone) (270) 444 4386
(Email) fbishop@palrr.com

KENTUCKY TRANSPORTATION

CABINET CONTACTS *(to be provided by KYTC)*

KYTC Railroad Coordinator:

Allen Rust, PE
Div. of Right of Way & Utilities
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor East
Frankfort, Kentucky 40622
(Phone) 502-782-4950
(Email) allen.rust@ky.gov

KYTC Construction Procurement Director:

Rachel Mills, Director
Div. of Construction Procurement
Kentucky Transportation Cabinet
200 Mero Street, 3rd Floor West
Frankfort, Kentucky 40622
(Phone) 502-782-5152
(Email) Rachel.Mills@ky.gov

KYTC Construction Director:

Matt Simpson, Director
Div. of Construction
Kentucky Transportation Cabinet
200 Mero Street, 3rd Floor West
Frankfort, Kentucky 40622
(Phone) 502-564-4780
(Email) Matt.Simpson@ky.gov



The project specific information provided herein is valid as of the date indicated. However, the specific information may be subject to change due to the normal business operations of all parties. The terms and conditions defined here, and in the bid proposal in its entirety, are inclusive and constant.

MATERIAL SUMMARY

CONTRACT ID: 222970

070GRM001 - FE02

MB07000622201

REIDLAND-SUWANEE ROAD (US 62) BRIDGE 070B00040N OVER VULCAN MATERIALS RAIL TRACKS AT MP 01.03
BRIDGE DECK RESTORATION WITH CLEANING AND PAINTING BRIDGE REPAIRS.

| Project Line No | Bid Code | DESCRIPTION | Quantity | Unit |
|-----------------|------------|---|----------|------|
| 0005 | 03298 | EXPAN JOINT REPLACE 4 IN - - 070B00040N | 134.00 | LF |
| 0010 | 03299 | ARMORED EDGE FOR CONCRETE - - 070B00040N | 134.00 | LF |
| 0015 | 03304 | BRIDGE OVERLAY APPROACH PAVEMENT - - 070B00040N | 1,289.00 | SQYD |
| 0020 | 06514 | PAVE STRIPING-PERM PAINT-4 IN - - 070B00040N | 2,190.00 | LF |
| 0025 | 08151 | STEEL REINFORCEMENT-EPOXY COATED - - 070B00040N | 270.00 | LB |
| 0030 | 08504 | EPOXY SAND SLURRY - - 070B00040N | 177.00 | SQYD |
| 0035 | 08526 | CONC CLASS M FULL DEPTH PATCH - - 070B00040N | 16.00 | CUYD |
| 0040 | 08534 | CONCRETE OVERLAY-LATEX - - 070B00040N | 63.90 | CUYD |
| 0045 | 08549 | BLAST CLEANING - - 070B00040N | 1,710.00 | SQYD |
| 0050 | 08551 | MACHINE PREP OF SLAB - - 070B00040N | 1,534.00 | SQYD |
| 0055 | 24094EC | PARTIAL DEPTH PATCHING - - 070B00040N | 22.40 | CUYD |
| 0060 | 08434 | CLEAN & PAINT STRUCTURAL STEEL - - 070B00040N | 1.00 | LS |
| 0065 | 24981EC | BRIDGE CLEANING - - 070B00040N | 1.00 | LS |
| 0070 | 24982EC | CONCRETE COATING - - 070B00040N | 1.00 | LS |
| 0075 | 02003 | RELOCATE TEMP CONC BARRIER - - 070B00040N | 1,476.00 | LF |
| 0080 | 02562 | TEMPORARY SIGNS - - 070B00040N | 200.00 | SQFT |
| 0085 | 02650 | MAINTAIN & CONTROL TRAFFIC - - 070B00040N | 1.00 | LS |
| 0090 | 02653 | LANE CLOSURE - - 070B00040N | 4.00 | EACH |
| 0095 | 02671 | PORTABLE CHANGEABLE MESSAGE SIGN - - 070B00040N | 2.00 | EACH |
| 0100 | 02775 | ARROW PANEL - - 070B00040N | 2.00 | EACH |
| 0105 | 02898 | RELOCATE CRASH CUSHION - - 070B00040N | 2.00 | EACH |
| 0110 | 03171 | CONCRETE BARRIER WALL TYPE 9T - - 070B00040N | 1,476.00 | LF |
| 0115 | 06549 | PAVE STRIPING-TEMP REM TAPE-B - - 070B00040N | 1,000.00 | LF |
| 0120 | 06550 | PAVE STRIPING-TEMP REM TAPE-W - - 070B00040N | 2,000.00 | LF |
| 0125 | 06551 | PAVE STRIPING-TEMP REM TAPE-Y - - 070B00040N | 2,000.00 | LF |
| 0130 | 20738NS112 | TEMP CRASH CUSHION - - 070B00040N | 2.00 | EACH |
| 0135 | 02568 | MOBILIZATION | 1.00 | LS |
| 0140 | 02569 | DEMOBILIZATION | 1.00 | LS |

MATERIAL SUMMARY

CONTRACT ID: 222970

070GRM001 - FE02

MB07004532201

DOVER ROAD (KY 453 SB) BRIDGE 070B00042L OVER VULCAN MATERIALS RAIL TRACKS AT MP 03.28
BRIDGE DECK RESTORATION WITH CLEANING AND PAINTING BRIDGE REPAIRS.

| Project Line No | Bid Code | DESCRIPTION | Quantity | Unit |
|-----------------|------------|---|----------|------|
| 0145 | 03298 | EXPAN JOINT REPLACE 4 IN - - 070B00042L | 106.50 | LF |
| 0150 | 03299 | ARMORED EDGE FOR CONCRETE - - 070B00042L | 106.50 | LF |
| 0155 | 03304 | BRIDGE OVERLAY APPROACH PAVEMENT - - 070B00042L | 784.00 | SQYD |
| 0160 | 06514 | PAVE STRIPING-PERM PAINT-4 IN - - 070B00042L | 1,213.00 | LF |
| 0165 | 08151 | STEEL REINFORCEMENT-EPOXY COATED - - 070B00042L | 270.00 | LB |
| 0170 | 08504 | EPOXY SAND SLURRY - - 070B00042L | 161.00 | SQYD |
| 0175 | 08526 | CONC CLASS M FULL DEPTH PATCH - - 070B00042L | 10.20 | CUYD |
| 0180 | 08534 | CONCRETE OVERLAY-LATEX - - 070B00042L | 40.80 | CUYD |
| 0185 | 08549 | BLAST CLEANING - - 070B00042L | 202.00 | SQYD |
| 0190 | 08551 | MACHINE PREP OF SLAB - - 070B00042L | 980.00 | SQYD |
| 0195 | 24094EC | PARTIAL DEPTH PATCHING - - 070B00042L | 14.30 | CUYD |
| 0200 | 08434 | CLEAN & PAINT STRUCTURAL STEEL - - 070B00042L | 1.00 | LS |
| 0205 | 24981EC | BRIDGE CLEANING - - 070B00042L | 1.00 | LS |
| 0210 | 24982EC | CONCRETE COATING - - 070B00042L | 1.00 | LS |
| 0215 | 02003 | RELOCATE TEMP CONC BARRIER - - 070B00042L | 785.00 | LF |
| 0220 | 02562 | TEMPORARY SIGNS - - 070B00042L | 100.00 | SQFT |
| 0225 | 02650 | MAINTAIN & CONTROL TRAFFIC - - 070B00042L | 1.00 | LS |
| 0230 | 02653 | LANE CLOSURE - - 070B00042L | 2.00 | EACH |
| 0235 | 02671 | PORTABLE CHANGEABLE MESSAGE SIGN - - 070B00042L | 2.00 | EACH |
| 0240 | 02775 | ARROW PANEL - - 070B00042L | 1.00 | EACH |
| 0245 | 02898 | RELOCATE CRASH CUSHION - - 070B00042L | 1.00 | EACH |
| 0250 | 03171 | CONCRETE BARRIER WALL TYPE 9T - - 070B00042L | 785.00 | LF |
| 0255 | 06549 | PAVE STRIPING-TEMP REM TAPE-B - - 070B00042L | 1,000.00 | LF |
| 0260 | 06550 | PAVE STRIPING-TEMP REM TAPE-W - - 070B00042L | 2,000.00 | LF |
| 0265 | 06551 | PAVE STRIPING-TEMP REM TAPE-Y - - 070B00042L | 2,000.00 | LF |
| 0270 | 20738NS112 | TEMP CRASH CUSHION - - 070B00042L | 1.00 | EACH |
| 0275 | 02568 | MOBILIZATION | 1.00 | LS |
| 0280 | 02569 | DEMOBILIZATION | 1.00 | LS |

MATERIAL SUMMARY

CONTRACT ID: 222970

070GRM001 - FE02

MB07004532202

DOVER ROAD (KY 453 NB) BRIDGE 070B00042L OVER VULCAN MATERIALS RAIL TRACKS AT MP 03.28
BRIDGE DECK RESTORATION WITH CLEANING AND PAINTING BRIDGE REPAIRS.

| Project Line No | Bid Code | DESCRIPTION | Quantity | Unit |
|-----------------|------------|---|----------|------|
| 0285 | 03298 | EXPAN JOINT REPLACE 4 IN - - 070B00042R | 134.00 | LF |
| 0290 | 03299 | ARMORED EDGE FOR CONCRETE - - 070B00042R | 134.00 | LF |
| 0295 | 03304 | BRIDGE OVERLAY APPROACH PAVEMENT - - 070B00042R | 891.00 | SQYD |
| 0300 | 06514 | PAVE STRIPING-PERM PAINT-4 IN - - 070B00042R | 1,213.00 | LF |
| 0305 | 08151 | STEEL REINFORCEMENT-EPOXY COATED - - 070B00042R | 270.00 | LB |
| 0310 | 08504 | EPOXY SAND SLURRY - - 070B00042R | 161.00 | SQYD |
| 0315 | 08526 | CONC CLASS M FULL DEPTH PATCH - - 070B00042R | 10.50 | CUYD |
| 0320 | 08534 | CONCRETE OVERLAY-LATEX - - 070B00042R | 52.20 | CUYD |
| 0325 | 08549 | BLAST CLEANING - - 070B00042R | 1,414.00 | SQYD |
| 0330 | 08551 | MACHINE PREP OF SLAB - - 070B00042R | 1,253.00 | SQYD |
| 0335 | 24094EC | PARTIAL DEPTH PATCHING - - 070B00042R | 15.70 | CUYD |
| 0340 | 08434 | CLEAN & PAINT STRUCTURAL STEEL - - 070B00042R | 1.00 | LS |
| 0345 | 24981EC | BRIDGE CLEANING - - 070B00042R | 1.00 | LS |
| 0350 | 24982EC | CONCRETE COATING - - 070B00042R | 1.00 | LS |
| 0355 | 02003 | RELOCATE TEMP CONC BARRIER - - 070B00042R | 785.00 | LF |
| 0360 | 02562 | TEMPORARY SIGNS - - 070B00042R | 100.00 | SQFT |
| 0365 | 02650 | MAINTAIN & CONTROL TRAFFIC - - 070B00042R | 1.00 | LS |
| 0370 | 02653 | LANE CLOSURE - - 070B00042R | 2.00 | EACH |
| 0375 | 02671 | PORTABLE CHANGEABLE MESSAGE SIGN - - 070B00042R | 2.00 | EACH |
| 0380 | 02775 | ARROW PANEL - - 070B00042R | 1.00 | EACH |
| 0385 | 02898 | RELOCATE CRASH CUSHION - - 070B00042R | 1.00 | EACH |
| 0390 | 03171 | CONCRETE BARRIER WALL TYPE 9T - - 070B00042R | 785.00 | LF |
| 0395 | 06549 | PAVE STRIPING-TEMP REM TAPE-B - - 070B00042R | 1,000.00 | LF |
| 0400 | 06550 | PAVE STRIPING-TEMP REM TAPE-W - - 070B00042R | 2,000.00 | LF |
| 0405 | 06551 | PAVE STRIPING-TEMP REM TAPE-Y - - 070B00042R | 2,000.00 | LF |
| 0410 | 20738NS112 | TEMP CRASH CUSHION - - 070B00042R | 1.00 | EACH |
| 0415 | 02568 | MOBILIZATION | 1.00 | LS |
| 0420 | 02569 | DEMOBILIZATION | 1.00 | LS |

MATERIAL SUMMARY

CONTRACT ID: 222970

070GRM001 - FE02

MB07004532203

DOVER ROAD (KY 453) BRIDGE 070B00045N OVER WATCO RAIL TRACKS AT MP 00.42
BRIDGE DECK RESTORATION WITH CLEANING AND PAINTING BRIDGE REPAIRS.

| Project Line No | Bid Code | DESCRIPTION | Quantity | Unit |
|-----------------|----------|---|----------|------|
| 0425 | 03298 | EXPAN JOINT REPLACE 4 IN - - 070B00045N | 66.00 | LF |
| 0430 | 03299 | ARMORED EDGE FOR CONCRETE - - 070B00045N | 66.00 | LF |
| 0435 | 03304 | BRIDGE OVERLAY APPROACH PAVEMENT - - 070B00045N | 667.00 | SQYD |
| 0440 | 06514 | PAVE STRIPING-PERM PAINT-4 IN - - 070B00045N | 2,471.00 | LF |
| 0445 | 08151 | STEEL REINFORCEMENT-EPOXY COATED - - 070B00045N | 270.00 | LB |
| 0450 | 08504 | EPOXY SAND SLURRY - - 070B00045N | 291.00 | SQYD |
| 0455 | 08526 | CONC CLASS M FULL DEPTH PATCH - - 070B00045N | 14.10 | CUYD |
| 0460 | 08534 | CONCRETE OVERLAY-LATEX - - 070B00045N | 70.30 | CUYD |
| 0465 | 08549 | BLAST CLEANING - - 070B00045N | 1,978.00 | SQYD |
| 0470 | 08551 | MACHINE PREP OF SLAB - - 070B00045N | 1,687.00 | SQYD |
| 0475 | 24094EC | PARTIAL DEPTH PATCHING - - 070B00045N | 24.60 | CUYD |
| 0480 | 08434 | CLEAN & PAINT STRUCTURAL STEEL - - 070B00045N | 1.00 | LS |
| 0485 | 24981EC | BRIDGE CLEANING - - 070B00045N | 1.00 | LS |
| 0490 | 24982EC | CONCRETE COATING - - 070B00045N | 1.00 | LS |
| 0495 | 02562 | TEMPORARY SIGNS - - 070B00045N | 145.00 | SQFT |
| 0500 | 02650 | MAINTAIN & CONTROL TRAFFIC - - 070B00045N | 1.00 | LS |
| 0505 | 02653 | LANE CLOSURE - - 070B00045N | 2.00 | EACH |
| 0510 | 02671 | PORTABLE CHANGEABLE MESSAGE SIGN - - 070B00045N | 2.00 | EACH |
| 0515 | 04933 | TEMP SIGNAL 2 PHASE - - 070B00045N | 1.00 | EACH |
| 0520 | 06549 | PAVE STRIPING-TEMP REM TAPE-B - - 070B00045N | 1,000.00 | LF |
| 0525 | 06550 | PAVE STRIPING-TEMP REM TAPE-W - - 070B00045N | 2,000.00 | LF |
| 0530 | 06551 | PAVE STRIPING-TEMP REM TAPE-Y - - 070B00045N | 2,000.00 | LF |
| 0535 | 02568 | MOBILIZATION | 1.00 | LS |
| 0540 | 02569 | DEMOBILIZATION | 1.00 | LS |

MATERIAL SUMMARY

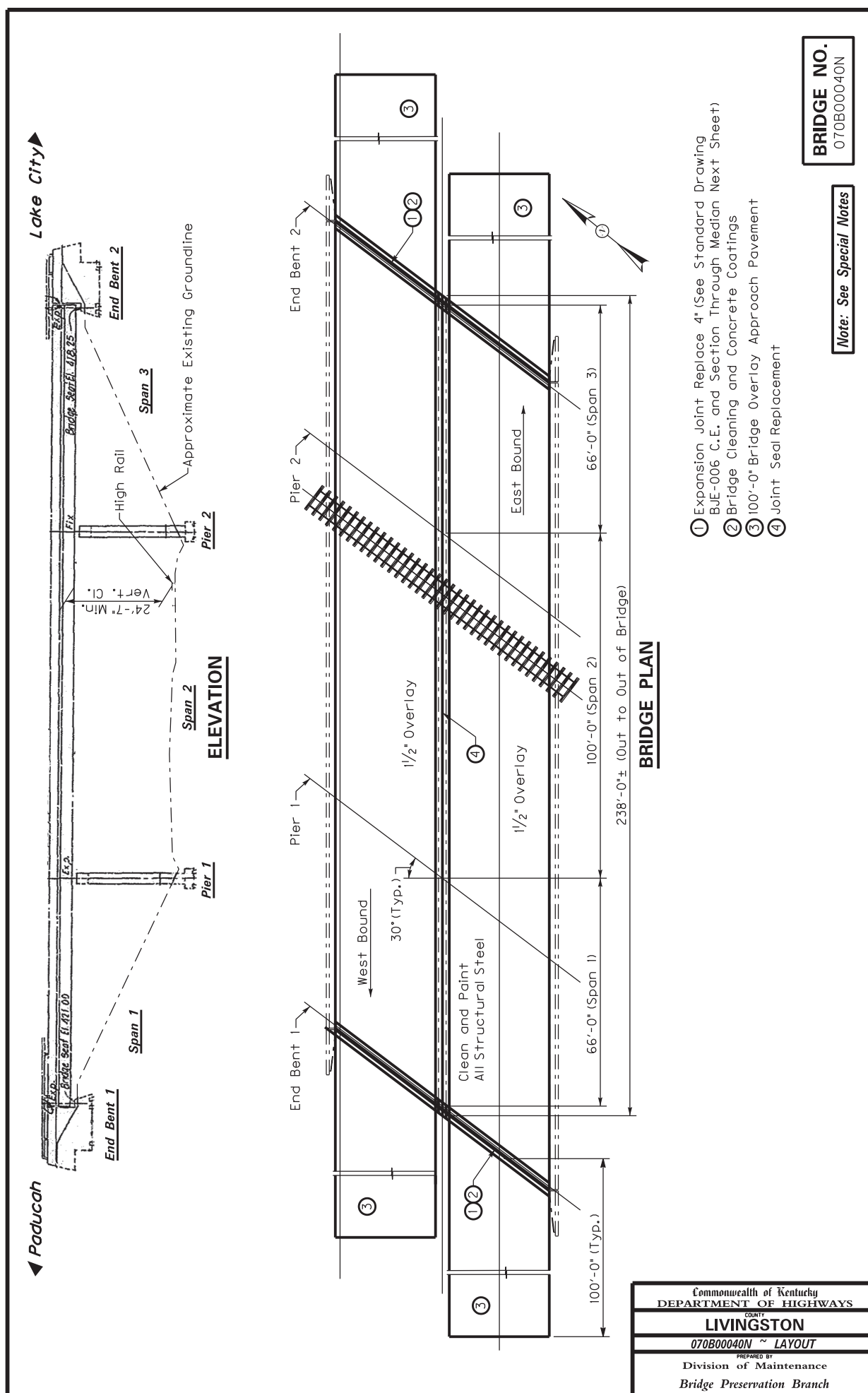
CONTRACT ID: 222970

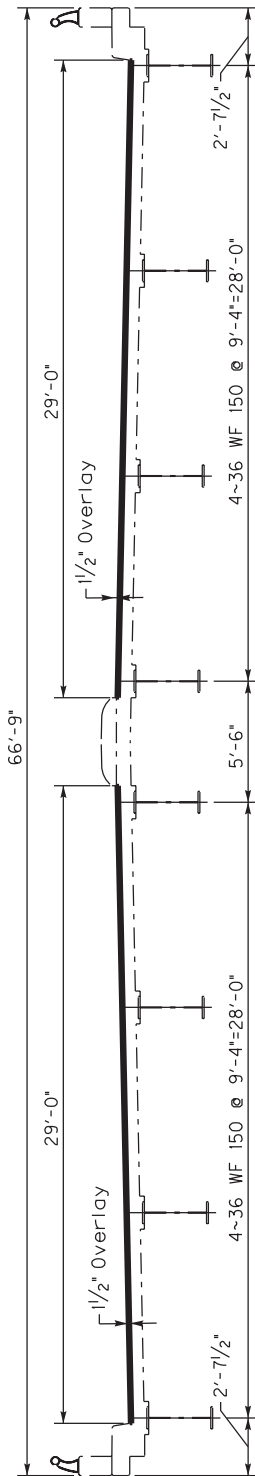
070GRM001 - FE02

MB07004532204

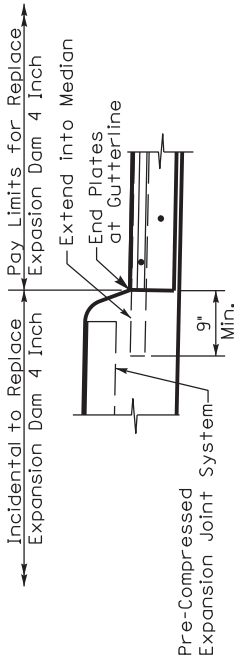
DOVER ROAD (KY 453) BRIDGE 070B00046N OVER PADUCAH AND LOUISVILLE RAIL ROAD AT MP 02.10
BRIDGE DECK RESTORATION WITH CLEANING AND PAINTING BRIDGE REPAIRS.

| Project Line No | Bid Code | DESCRIPTION | Quantity | Unit |
|-----------------|----------|---|----------|------|
| 0545 | 03298 | EXPAN JOINT REPLACE 4 IN - - 070B00046N | 72.00 | LF |
| 0550 | 03299 | ARMORED EDGE FOR CONCRETE - - 070B00046N | 72.00 | LF |
| 0555 | 03304 | BRIDGE OVERLAY APPROACH PAVEMENT - - 070B00046N | 667.00 | SQYD |
| 0560 | 06514 | PAVE STRIPING-PERM PAINT-4 IN - - 070B00046N | 1,460.00 | LF |
| 0565 | 08151 | STEEL REINFORCEMENT-EPOXY COATED - - 070B00046N | 270.00 | LB |
| 0570 | 08504 | EPOXY SAND SLURRY - - 070B00045N | 125.00 | SQYD |
| 0575 | 08526 | CONC CLASS M FULL DEPTH PATCH - - 070B00046N | 7.50 | CUYD |
| 0580 | 08534 | CONCRETE OVERLAY-LATEX - - 070B00046N | 30.20 | CUYD |
| 0585 | 08549 | BLAST CLEANING - - 070B00046N | 848.00 | SQYD |
| 0590 | 08551 | MACHINE PREP OF SLAB - - 070B00046N | 724.00 | SQYD |
| 0595 | 24094EC | PARTIAL DEPTH PATCHING - - 070B00046N | 12.10 | CUYD |
| 0600 | 08434 | CLEAN & PAINT STRUCTURAL STEEL - - 070B00046N | 1.00 | LS |
| 0605 | 24981EC | BRIDGE CLEANING - - 070B00046N | 1.00 | LS |
| 0610 | 24982EC | CONCRETE COATING - - 070B00046N | 1.00 | LS |
| 0615 | 02562 | TEMPORARY SIGNS - - 070B00046N | 145.00 | SQFT |
| 0620 | 02650 | MAINTAIN & CONTROL TRAFFIC - - 070B00046N | 1.00 | LS |
| 0625 | 02653 | LANE CLOSURE - - 070B00046N | 2.00 | EACH |
| 0630 | 02671 | PORTABLE CHANGEABLE MESSAGE SIGN - - 070B00046N | 2.00 | EACH |
| 0635 | 04933 | TEMP SIGNAL 2 PHASE - - 070B00046N | 1.00 | EACH |
| 0640 | 06549 | PAVE STRIPING-TEMP REM TAPE-B - - 070B00046N | 1,000.00 | LF |
| 0645 | 06550 | PAVE STRIPING-TEMP REM TAPE-W - - 070B00046N | 2,000.00 | LF |
| 0650 | 06551 | PAVE STRIPING-TEMP REM TAPE-Y - - 070B00046N | 2,000.00 | LF |
| 0655 | 02568 | MOBILIZATION | 1.00 | LS |
| 0660 | 02569 | DEMOBILIZATION | 1.00 | LS |





TYPICAL SECTION

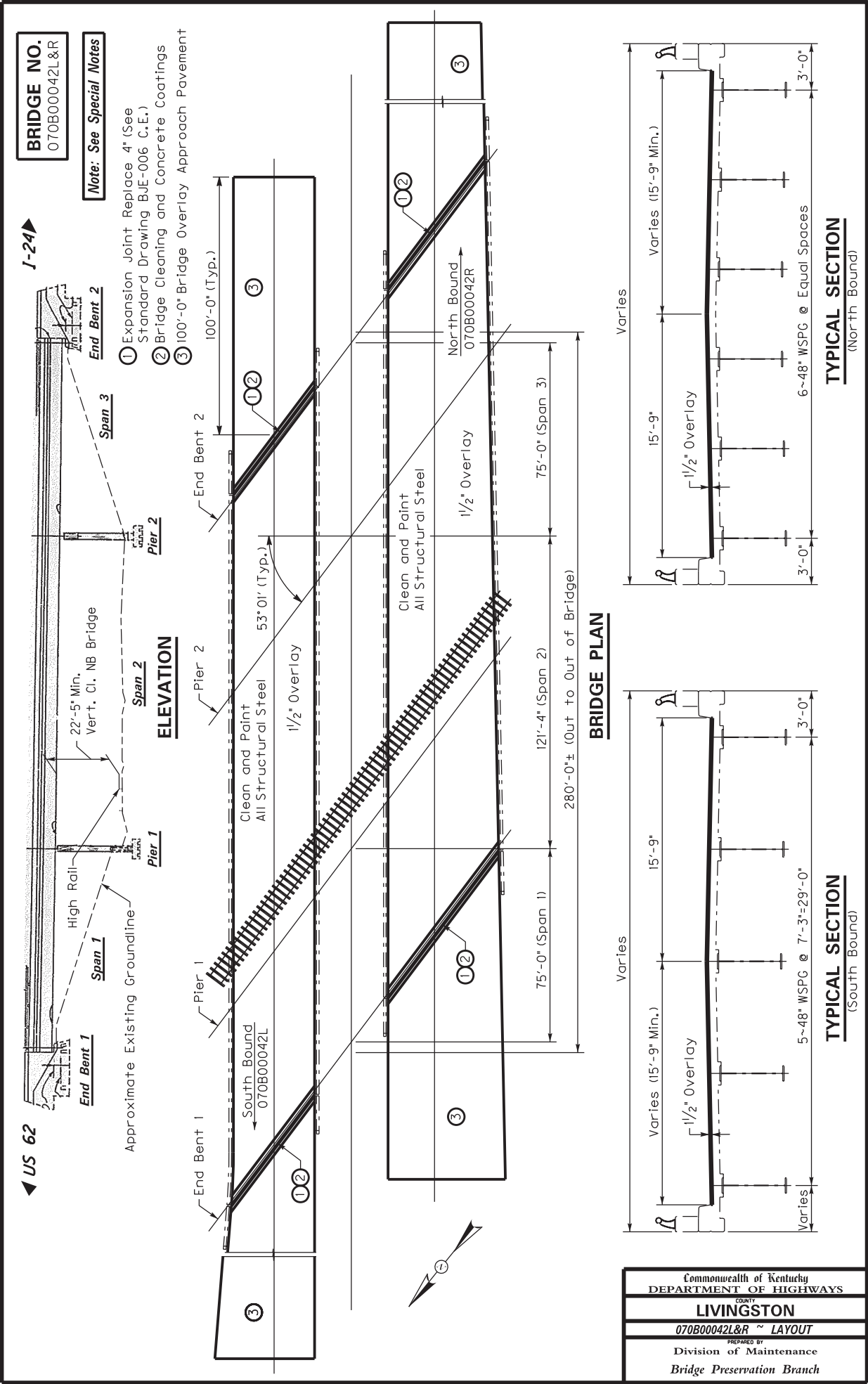


SECTION THROUGH MEDIAN
(Proposed Expansion Joint Replace 4')

BRIDGE NO.
070B00040N

Note: See Special Notes

| |
|--|
| Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS |
| LIVINGSTON |
| 070B00040N ~ LAYOUT |
| PREPARED BY Division of Maintenance Bridge Preservation Branch |



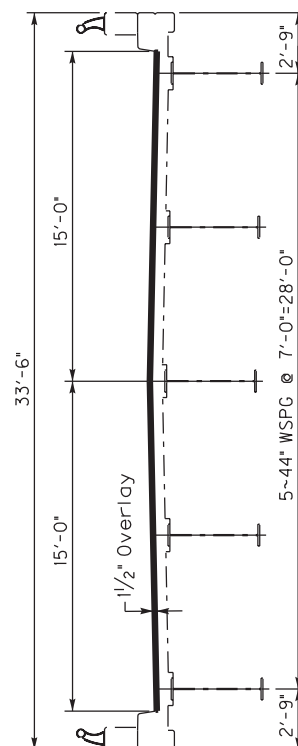




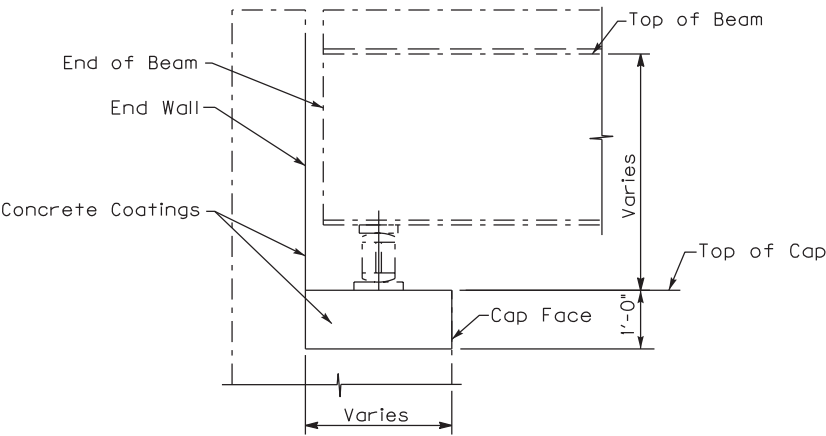
① Expansion Joint Replace 4" (See Standard Drawing BJE-006 C.E.)
② Bridge Cleaning and Concrete C

BRIDGE NO.
070B00046N

Note: See Special Notes



| |
|--|
| Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS |
| COUNTY LIVINGSTON |
| 070B00046N ~ LAYOUT |
| PREPARED BY Division of Maintenance Bridge Preservation Branch |

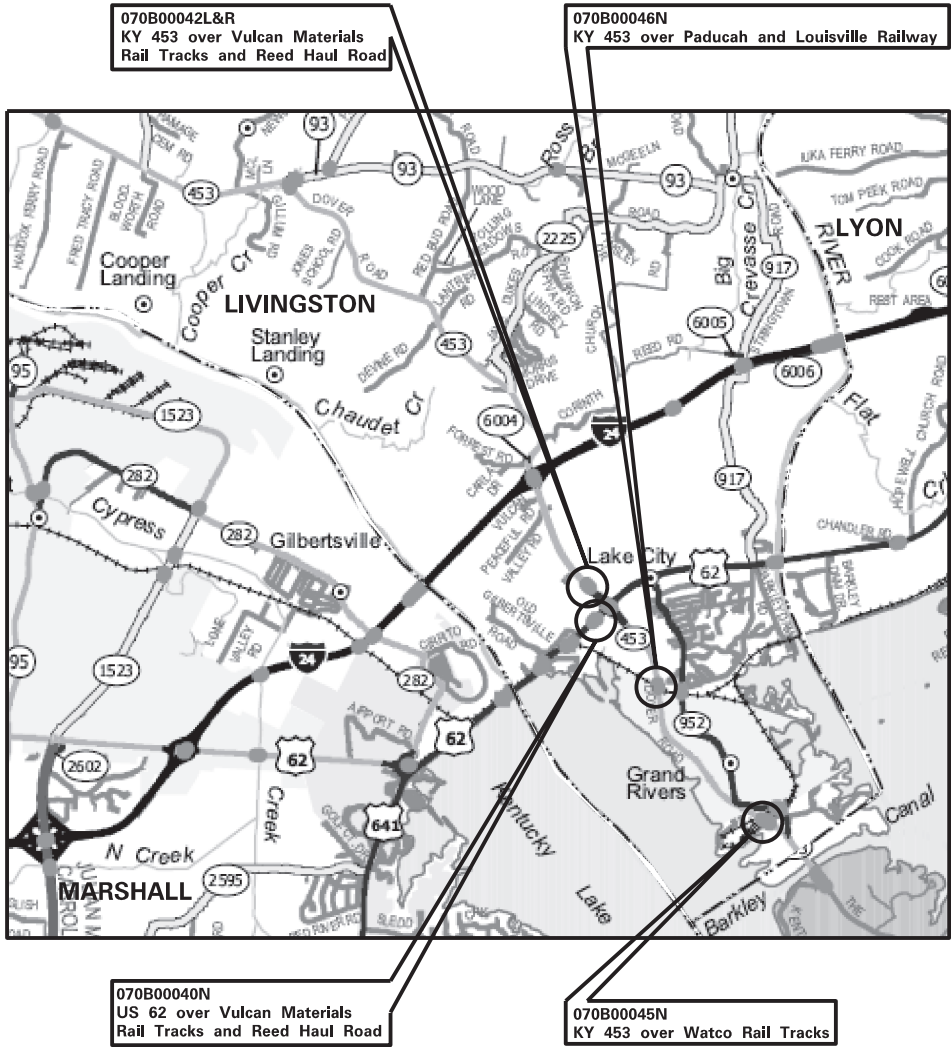


SECTION THROUGH END BENT CAP AND BEAM END

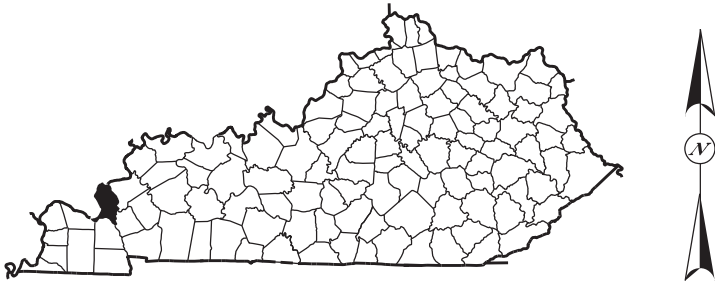
**BRIDGE CLEANING AND
PREVENTIVE MAINTENANCE**

*Note: See Special Note for Bridge Cleaning
and Preventive Maintenance*

Note: Top and face of cap the entire length including cap ends and front face of end bent back wall shall be cleaned and have concrete coating applied as specified within the limits shown.



LOCATION MAP ~ LIVINGSTON COUNTY



| |
|----------------------------|
| Commonwealth of Kentucky |
| DEPARTMENT OF HIGHWAYS |
| COUNTY |
| LIVINGSTON |
| LOCATION MAP |
| PREPARED BY |
| Division of Maintenance |
| Bridge Preservation Branch |

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. 1
BRIDGE DECK RESTORATION AND WATERPROOFING
WITH BRIDGE CLEANING AND PAINTING
LIVINGSTON COUNTY
CID 212970 ~ 070GR22M001

TRAFFIC
~ *TEMPORARY* ~
TRAFFIC CONTROL

| | |
|---|--------------|
| LANE CLOSURE TWO LANE HIGHWAY | TTC-100 C.E. |
| LANE CLOSURE USING TRAFFIC SIGNALS | TTC-110 C.E. |
| LANE CLOSURE MULTI-LANE HIGHWAY CASE I | TTC-115 C.E. |
| LANE CLOSURE MULTI-LANE HIGHWAY CASE II | TTC-120 C.E. |

BRIDGES
STANDARDS

| | |
|---|--------------|
| BRIDGE RESTORATION AND WATERPROFING WITH CONCRETE OVERLAYS | BGX-009 C.E. |
| AMORED EDGES | BJE-001 C.E. |
| EXPANSION JOINT REPLACEMENT 4” & 5” | BJE-006 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, 3 Fountain Place, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: January 27, 2017

Kentucky Equal Employment Opportunity Act of 1978

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

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

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

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

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

EMPLOYEE RIGHTS UNDER THE FAIR LABOR STANDARDS ACT

THE UNITED STATES DEPARTMENT OF LABOR WAGE AND HOUR DIVISION

FEDERAL MINIMUM WAGE

\$7.25

 PER HOUR

BEGINNING JULY 24, 2009

OVERTIME PAY

At least $1\frac{1}{2}$ 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

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

PART IV

INSURANCE

**INSURANCE
(Railroad Involvement)**

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

- 1) Commercial General Liability-Occurrence form – not less than \$2,000,000 General aggregate, \$2,000,000 Products & Completed Aggregate, \$1,000,000 Personal & Advertising, \$1,000,000 each occurrence.
- 2) Automobile Liability- \$1,000,000 per accident
- 3) Employers Liability:
 - a) \$100,000 Each Accident Bodily Injury
 - b) \$500,000 Policy limit Bodily Injury by Disease
 - c) \$100,000 Each Employee Bodily Injury by Disease
- 4) The insurance required above must be evidenced by a Certificate of Insurance and this Certificate of Insurance must contain one of the following statements:
 - a) "policy contains no deductible clauses."
 - b) "policy contains _____ (amount) deductible property damage clause but company will pay claim and collect the deductible from the insured."
- 5) KENTUCKY WORKMEN'S COMPENSATION INSURANCE. The contractor shall furnish evidence of coverage of all his employees or give evidence of self-insurance by submitting a copy of a certificate issued by the Workmen's Compensation Board.
- 6) RAILROAD PROTECTIVE LIABILITY INSURANCE. The policy shall name the railroad as the Named Insured and the limit of liability shall be not less than \$5,000,000 combined single limit for Bodily Injury and Property Damage per occurrence, subject to a \$10,000,000 aggregate limit per annual policy period. If the project involves a rail facility where passenger trains operate, the insurance limits required that are not less than a combined single limit of \$5,000,000 each occurrence and \$10,000,000 in the aggregate applying separately to each annual period. The original of this policy must be submitted for the railroad's approval and filing prior to the commencement of work on this project.

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

PART V

BID ITEMS

Section: 0001 - BRIDGE DECK RESTORATION

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 0010 | 03298 | | EXPAN JOINT REPLACE 4 IN - 070B00040N | 134.00 | LF | | \$ | |
| 0020 | 03299 | | ARMORED EDGE FOR CONCRETE - 070B00040N | 134.00 | LF | | \$ | |
| 0030 | 03304 | | BRIDGE OVERLAY APPROACH PAVEMENT - 070B00040N | 1,289.00 | SQYD | | \$ | |
| 0040 | 06514 | | PAVE STRIPING-PERM PAINT-4 IN - 070B00040N | 2,190.00 | LF | | \$ | |
| 0050 | 08151 | | STEEL REINFORCEMENT-EPOXY COATED - 070B00040N | 270.00 | LB | | \$ | |
| 0060 | 08504 | | EPOXY SAND SLURRY - 070B00040N | 177.00 | SQYD | | \$ | |
| 0070 | 08526 | | CONC CLASS M FULL DEPTH PATCH - 070B00040N | 16.00 | CUYD | | \$ | |
| 0080 | 08534 | | CONCRETE OVERLAY-LATEX - 070B00040N | 63.90 | CUYD | | \$ | |
| 0090 | 08549 | | BLAST CLEANING - 070B00040N | 1,710.00 | SQYD | | \$ | |
| 0100 | 08551 | | MACHINE PREP OF SLAB - 070B00040N | 1,534.00 | SQYD | | \$ | |
| 0110 | 24094EC | | PARTIAL DEPTH PATCHING - 070B00040N | 22.40 | CUYD | | \$ | |

Section: 0002 - BRIDGE DECK RESTORATION

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 0120 | 03298 | | EXPAN JOINT REPLACE 4 IN - 070B00042L | 106.50 | LF | | \$ | |
| 0130 | 03299 | | ARMORED EDGE FOR CONCRETE - 070B00042L | 106.50 | LF | | \$ | |
| 0140 | 03304 | | BRIDGE OVERLAY APPROACH PAVEMENT - 070B00042L | 784.00 | SQYD | | \$ | |
| 0150 | 06514 | | PAVE STRIPING-PERM PAINT-4 IN - 070B00042L | 1,213.00 | LF | | \$ | |
| 0160 | 08151 | | STEEL REINFORCEMENT-EPOXY COATED - 070B00042L | 270.00 | LB | | \$ | |
| 0170 | 08504 | | EPOXY SAND SLURRY - 070B00042L | 161.00 | SQYD | | \$ | |
| 0180 | 08526 | | CONC CLASS M FULL DEPTH PATCH - 070B00042L | 10.20 | CUYD | | \$ | |
| 0190 | 08534 | | CONCRETE OVERLAY-LATEX - 070B00042L | 40.80 | CUYD | | \$ | |
| 0200 | 08549 | | BLAST CLEANING - 070B00042L | 202.00 | SQYD | | \$ | |
| 0210 | 08551 | | MACHINE PREP OF SLAB - 070B00042L | 980.00 | SQYD | | \$ | |
| 0220 | 24094EC | | PARTIAL DEPTH PATCHING - 070B00042L | 14.30 | CUYD | | \$ | |

Section: 0003 - BRIDGE DECK RESTORATION

Report Date 12/27/21

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 0230 | 03298 | | EXPAN JOINT REPLACE 4 IN - 070B00042R | 134.00 | LF | | \$ | |
| 0240 | 03299 | | ARMORED EDGE FOR CONCRETE - 070B00042R | 134.00 | LF | | \$ | |
| 0250 | 03304 | | BRIDGE OVERLAY APPROACH PAVEMENT - 070B00042R | 891.00 | SQYD | | \$ | |
| 0260 | 06514 | | PAVE STRIPING-PERM PAINT-4 IN - 070B00042R | 1,213.00 | LF | | \$ | |
| 0270 | 08151 | | STEEL REINFORCEMENT-EPOXY COATED - 070B00042R | 270.00 | LB | | \$ | |
| 0280 | 08504 | | EPOXY SAND SLURRY - 070B00042R | 161.00 | SQYD | | \$ | |
| 0290 | 08526 | | CONC CLASS M FULL DEPTH PATCH - 070B00042R | 10.50 | CUYD | | \$ | |
| 0300 | 08534 | | CONCRETE OVERLAY-LATEX - 070B00042R | 52.20 | CUYD | | \$ | |
| 0310 | 08549 | | BLAST CLEANING - 070B00042R | 1,414.00 | SQYD | | \$ | |
| 0320 | 08551 | | MACHINE PREP OF SLAB - 070B00042R | 1,253.00 | SQYD | | \$ | |
| 0330 | 24094EC | | PARTIAL DEPTH PATCHING - 070B00042R | 15.70 | CUYD | | \$ | |

Section: 0004 - BRIDGE DECK RESTORATION

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 0340 | 03298 | | EXPAN JOINT REPLACE 4 IN - 070B00045N | 66.00 | LF | | \$ | |
| 0350 | 03299 | | ARMORED EDGE FOR CONCRETE - 070B00045N | 66.00 | LF | | \$ | |
| 0360 | 03304 | | BRIDGE OVERLAY APPROACH PAVEMENT - 070B00045N | 667.00 | SQYD | | \$ | |
| 0370 | 06514 | | PAVE STRIPING-PERM PAINT-4 IN - 070B00045N | 2,471.00 | LF | | \$ | |
| 0380 | 08151 | | STEEL REINFORCEMENT-EPOXY COATED - 070B00045N | 270.00 | LB | | \$ | |
| 0390 | 08504 | | EPOXY SAND SLURRY - 070B00045N | 291.00 | SQYD | | \$ | |
| 0400 | 08526 | | CONC CLASS M FULL DEPTH PATCH - 070B00045N | 14.10 | CUYD | | \$ | |
| 0410 | 08534 | | CONCRETE OVERLAY-LATEX - 070B00045N | 70.30 | CUYD | | \$ | |
| 0420 | 08549 | | BLAST CLEANING - 070B00045N | 1,978.00 | SQYD | | \$ | |
| 0430 | 08551 | | MACHINE PREP OF SLAB - 070B00045N | 1,687.00 | SQYD | | \$ | |
| 0440 | 24094EC | | PARTIAL DEPTH PATCHING - 070B00045N | 24.60 | CUYD | | \$ | |

Section: 0005 - BRIDGE DECK RESTORATION

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|-------------|----------|------|-----------|----|--------|
|------|----------|-----|-------------|----------|------|-----------|----|--------|

Report Date 12/27/21

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 0450 | 03298 | | EXPAN JOINT REPLACE 4 IN - 070B00046N | 72.00 | LF | | \$ | |
| 0460 | 03299 | | ARMORED EDGE FOR CONCRETE - 070B00046N | 72.00 | LF | | \$ | |
| 0470 | 03304 | | BRIDGE OVERLAY APPROACH PAVEMENT - 070B00046N | 667.00 | SQYD | | \$ | |
| 0480 | 06514 | | PAVE STRIPING-PERM PAINT-4 IN - 070B00046N | 1,460.00 | LF | | \$ | |
| 0490 | 08151 | | STEEL REINFORCEMENT-EPOXY COATED - 070B00046N | 270.00 | LB | | \$ | |
| 0500 | 08504 | | EPOXY SAND SLURRY - 070B00045N | 125.00 | SQYD | | \$ | |
| 0510 | 08526 | | CONC CLASS M FULL DEPTH PATCH - 070B00046N | 7.50 | CUYD | | \$ | |
| 0520 | 08534 | | CONCRETE OVERLAY-LATEX - 070B00046N | 30.20 | CUYD | | \$ | |
| 0530 | 08549 | | BLAST CLEANING - 070B00046N | 848.00 | SQYD | | \$ | |
| 0540 | 08551 | | MACHINE PREP OF SLAB - 070B00046N | 724.00 | SQYD | | \$ | |
| 0550 | 24094EC | | PARTIAL DEPTH PATCHING - 070B00046N | 12.10 | CUYD | | \$ | |

Section: 0006 - BRIDGE CLEANING AND PAINTING

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 0560 | 08434 | | CLEAN & PAINT STRUCTURAL STEEL - 070B00040N | 1.00 | LS | | \$ | |
| 0570 | 24981EC | | BRIDGE CLEANING - 070B00040N | 1.00 | LS | | \$ | |
| 0580 | 24982EC | | CONCRETE COATING - 070B00040N | 1.00 | LS | | \$ | |

Section: 0007 - BRIDGE CLEANING AND PAINTING

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 0590 | 08434 | | CLEAN & PAINT STRUCTURAL STEEL - 070B00042L | 1.00 | LS | | \$ | |
| 0600 | 24981EC | | BRIDGE CLEANING - 070B00042L | 1.00 | LS | | \$ | |
| 0610 | 24982EC | | CONCRETE COATING - 070B00042L | 1.00 | LS | | \$ | |

Section: 0008 - BRIDGE CLEANING AND PAINTING

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 0620 | 08434 | | CLEAN & PAINT STRUCTURAL STEEL - 070B00042R | 1.00 | LS | | \$ | |
| 0630 | 24981EC | | BRIDGE CLEANING - 070B00042R | 1.00 | LS | | \$ | |

Report Date 12/27/21

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|----------------------------------|----------|------|-----------|----|--------|
| 0640 | 24982EC | | CONCRETE COATING - 070B00042R | 1.00 | LS | | \$ | |

Section: 0009 - BRIDGE CLEANING AND PAINTING

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 0650 | 08434 | | CLEAN & PAINT STRUCTURAL STEEL - 070B00045N | 1.00 | LS | | \$ | |
| 0660 | 24981EC | | BRIDGE CLEANING - 070B00045N | 1.00 | LS | | \$ | |
| 0670 | 24982EC | | CONCRETE COATING - 070B00045N | 1.00 | LS | | \$ | |

Section: 0010 - BRIDGE CLEANING AND PAINTING

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 0680 | 08434 | | CLEAN & PAINT STRUCTURAL STEEL - 070B00046N | 1.00 | LS | | \$ | |
| 0690 | 24981EC | | BRIDGE CLEANING - 070B00046N | 1.00 | LS | | \$ | |
| 0700 | 24982EC | | CONCRETE COATING - 070B00046N | 1.00 | LS | | \$ | |

Section: 0011 - MAINTENANCE OF TRAFFIC

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|------------|-----|--|----------|------|-----------|----|--------|
| 0710 | 02003 | | RELOCATE TEMP CONC BARRIER - 070B00040N | 1,476.00 | LF | | \$ | |
| 0720 | 02562 | | TEMPORARY SIGNS - 070B00040N | 200.00 | SQFT | | \$ | |
| 0730 | 02650 | | MAINTAIN & CONTROL TRAFFIC - 070B00040N | 1.00 | LS | | \$ | |
| 0740 | 02653 | | LANE CLOSURE - 070B00040N | 4.00 | EACH | | \$ | |
| 0750 | 02671 | | PORTABLE CHANGEABLE MESSAGE SIGN - 070B00040N | 2.00 | EACH | | \$ | |
| 0760 | 02775 | | ARROW PANEL - 070B00040N | 2.00 | EACH | | \$ | |
| 0770 | 02898 | | RELOCATE CRASH CUSHION - 070B00040N | 2.00 | EACH | | \$ | |
| 0780 | 03171 | | CONCRETE BARRIER WALL TYPE 9T - 070B00040N | 1,476.00 | LF | | \$ | |
| 0790 | 06549 | | PAVE STRIPING-TEMP REM TAPE-B - 070B00040N | 1,000.00 | LF | | \$ | |
| 0800 | 06550 | | PAVE STRIPING-TEMP REM TAPE-W - 070B00040N | 2,000.00 | LF | | \$ | |
| 0810 | 06551 | | PAVE STRIPING-TEMP REM TAPE-Y - 070B00040N | 2,000.00 | LF | | \$ | |
| 0820 | 20738NS112 | | TEMP CRASH CUSHION - 070B00040N | 2.00 | EACH | | \$ | |

Section: 0012 - MAINTENANCE OF TRAFFIC

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|------------|-----|--|----------|------|-----------|----|--------|
| 0830 | 02003 | | RELOCATE TEMP CONC BARRIER - 070B00042L | 785.00 | LF | | \$ | |
| 0840 | 02562 | | TEMPORARY SIGNS - 070B00042L | 100.00 | SQFT | | \$ | |
| 0850 | 02650 | | MAINTAIN & CONTROL TRAFFIC - 070B00042L | 1.00 | LS | | \$ | |
| 0860 | 02653 | | LANE CLOSURE - 070B00042L | 2.00 | EACH | | \$ | |
| 0870 | 02671 | | PORTABLE CHANGEABLE MESSAGE SIGN - 070B00042L | 2.00 | EACH | | \$ | |
| 0880 | 02775 | | ARROW PANEL - 070B00042L | 1.00 | EACH | | \$ | |
| 0890 | 02898 | | RELOCATE CRASH CUSHION - 070B00042L | 1.00 | EACH | | \$ | |
| 0900 | 03171 | | CONCRETE BARRIER WALL TYPE 9T - 070B00042L | 785.00 | LF | | \$ | |
| 0910 | 06549 | | PAVE STRIPING-TEMP REM TAPE-B - 070B00042L | 1,000.00 | LF | | \$ | |
| 0920 | 06550 | | PAVE STRIPING-TEMP REM TAPE-W - 070B00042L | 2,000.00 | LF | | \$ | |
| 0930 | 06551 | | PAVE STRIPING-TEMP REM TAPE-Y - 070B00042L | 2,000.00 | LF | | \$ | |
| 0940 | 20738NS112 | | TEMP CRASH CUSHION - 070B00042L | 1.00 | EACH | | \$ | |

Section: 0013 - MAINTENANCE OF TRAFFIC

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|------------|-----|--|----------|------|-----------|----|--------|
| 0950 | 02003 | | RELOCATE TEMP CONC BARRIER - 070B00042R | 785.00 | LF | | \$ | |
| 0960 | 02562 | | TEMPORARY SIGNS - 070B00042R | 100.00 | SQFT | | \$ | |
| 0970 | 02650 | | MAINTAIN & CONTROL TRAFFIC - 070B00042R | 1.00 | LS | | \$ | |
| 0980 | 02653 | | LANE CLOSURE - 070B00042R | 2.00 | EACH | | \$ | |
| 0990 | 02671 | | PORTABLE CHANGEABLE MESSAGE SIGN - 070B00042R | 2.00 | EACH | | \$ | |
| 1000 | 02775 | | ARROW PANEL - 070B00042R | 1.00 | EACH | | \$ | |
| 1010 | 02898 | | RELOCATE CRASH CUSHION - 070B00042R | 1.00 | EACH | | \$ | |
| 1020 | 03171 | | CONCRETE BARRIER WALL TYPE 9T - 070B00042R | 785.00 | LF | | \$ | |
| 1030 | 06549 | | PAVE STRIPING-TEMP REM TAPE-B - 070B00042R | 1,000.00 | LF | | \$ | |
| 1040 | 06550 | | PAVE STRIPING-TEMP REM TAPE-W - 070B00042R | 2,000.00 | LF | | \$ | |
| 1050 | 06551 | | PAVE STRIPING-TEMP REM TAPE-Y - 070B00042R | 2,000.00 | LF | | \$ | |
| 1060 | 20738NS112 | | TEMP CRASH CUSHION - 070B00042R | 1.00 | EACH | | \$ | |

Section: 0014 - MAINTENANCE OF TRAFFIC

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 1070 | 02562 | | TEMPORARY SIGNS - 070B00045N | 145.00 | SQFT | | \$ | |
| 1080 | 02650 | | MAINTAIN & CONTROL TRAFFIC - 070B00045N | 1.00 | LS | | \$ | |
| 1090 | 02653 | | LANE CLOSURE - 070B00045N | 2.00 | EACH | | \$ | |
| 1100 | 02671 | | PORTABLE CHANGEABLE MESSAGE SIGN - 070B00045N | 2.00 | EACH | | \$ | |
| 1110 | 04933 | | TEMP SIGNAL 2 PHASE - 070B00045N | 1.00 | EACH | | \$ | |
| 1120 | 06549 | | PAVE STRIPING-TEMP REM TAPE-B - 070B00045N | 1,000.00 | LF | | \$ | |
| 1130 | 06550 | | PAVE STRIPING-TEMP REM TAPE-W - 070B00045N | 2,000.00 | LF | | \$ | |
| 1140 | 06551 | | PAVE STRIPING-TEMP REM TAPE-Y - 070B00045N | 2,000.00 | LF | | \$ | |

Section: 0015 - MAINTENANCE OF TRAFFIC

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|----------|------|-----------|----|--------|
| 1150 | 02562 | | TEMPORARY SIGNS - 070B00046N | 145.00 | SQFT | | \$ | |
| 1160 | 02650 | | MAINTAIN & CONTROL TRAFFIC - 070B00046N | 1.00 | LS | | \$ | |
| 1170 | 02653 | | LANE CLOSURE - 070B00046N | 2.00 | EACH | | \$ | |
| 1180 | 02671 | | PORTABLE CHANGEABLE MESSAGE SIGN - 070B00046N | 2.00 | EACH | | \$ | |
| 1190 | 04933 | | TEMP SIGNAL 2 PHASE - 070B00046N | 1.00 | EACH | | \$ | |
| 1200 | 06549 | | PAVE STRIPING-TEMP REM TAPE-B - 070B00046N | 1,000.00 | LF | | \$ | |
| 1210 | 06550 | | PAVE STRIPING-TEMP REM TAPE-W - 070B00046N | 2,000.00 | LF | | \$ | |
| 1220 | 06551 | | PAVE STRIPING-TEMP REM TAPE-Y - 070B00046N | 2,000.00 | LF | | \$ | |

Section: 0016 - DEMOB

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|----------------|----------|------|-----------|----|--------|
| 1230 | 02568 | | MOBILIZATION | 1.00 | LS | | \$ | |
| 1240 | 02569 | | DEMOBILIZATION | 1.00 | LS | | \$ | |