



**CALL NO. 111**

**CONTRACT ID. 194216**

**PULASKI COUNTY**

**FED/STATE PROJECT NUMBER HSIP 5148 (005)**

**DESCRIPTION KY HIGHWAY 790 (KY 790)**

**WORK TYPE GRADE & DRAIN WITH ASPHALT SURFACE**

**PRIMARY COMPLETION DATE 6/15/2020**

**LETTING DATE: June 21, 2019**

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME June 21, 2019. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

**NO PLANS ASSOCIATED WITH THIS PROJECT.**

**DBE CERTIFICATION REQUIRED - 6%**

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

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**PART I**

**SCOPE OF WORK**

**ADMINISTRATIVE DISTRICT - 08**

**CONTRACT ID - 194216**  
**HSIP 5148 (005)**  
**COUNTY - PULASKI**  
**PCN - 0810007901901**  
**HSIP 5148 (005)**

KY HIGHWAY 790 (KY 790) (MP 0.000) FROM THE WAYNE-PULASKI COUNTY LINE EXTENDING NORTH TO KY 90 (MP 5.551), A DISTANCE OF 05.55 MILES.GRADE & DRAIN WITH ASPHALT SURFACE SYP NO. 08-09003.00.  
GEOGRAPHIC COORDINATES LATITUDE 36:57:33.70 LONGITUDE -84:37:18.00

**COMPLETION DATE(S):**  
COMPLETED BY 06/15/2020      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](http://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](mailto: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](http://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

### **FEDERAL CONTRACT NOTES**

The Kentucky Department of Highways, in accordance with the Regulations of the United States Department of Transportation 23 CFR 635.112 (h), hereby notifies all bidders that failure by a bidder to comply with all applicable sections of the current Kentucky Standard Specifications, including, but not limited to the following, may result in a bid not being considered responsive and thus not eligible to be considered for award:

102.02 Current Capacity Rating 102.10 Delivery of Proposals  
102.8 Irregular Proposals 102.14 Disqualification of Bidders  
102.9 Proposal Guaranty

### **CIVIL RIGHTS ACT OF 1964**

The Kentucky Department of Highways, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252) and the Regulations of the Federal Department of Transportation (49 C.F.R., Part 21), issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that the contract entered into pursuant to this advertisement will be awarded to the lowest responsible bidder without discrimination on the ground of race, color, or national origin.

### **NOTICE TO ALL BIDDERS**

To report bid rigging activities call: 1-800-424-9071.

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m. eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

### **SECOND TIER SUBCONTRACTS**

Second Tier subcontracts on federally assisted projects shall be permitted. However, in the case of DBE's, second tier subcontracts will only be permitted where the other subcontractor is also a DBE. All second tier subcontracts shall have the consent of both the Contractor and the Engineer.

### **DISADVANTAGED BUSINESS ENTERPRISE PROGRAM**

It is the policy of the Kentucky Transportation Cabinet (“the Cabinet”) that Disadvantaged Business Enterprises (“DBE”) shall have the opportunity to participate in the performance of highway construction projects financed in whole or in part by Federal Funds in order to create a level playing field for all businesses who wish to contract with the Cabinet. To that end, the Cabinet will comply with the regulations found in 49 CFR Part 26, and the definitions and requirements contained therein shall be adopted as if set out verbatim herein.

The Cabinet, contractors, subcontractors, and sub-recipients shall not discriminate on the basis of race, color, national origin, or sex in the performance of work performed pursuant to Cabinet contracts. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of federally assisted highway construction projects. The contractor will include this provision in all its subcontracts and supply agreements pertaining to contracts with the Cabinet.

Failure by the contractor to carry out these requirements is a material breach of its contract with the Cabinet, which may result in the termination of the contract or such other remedy as the Cabinet deems necessary.

### **DBE GOAL**

The Disadvantaged Business Enterprise (DBE) goal established for this contract, as listed on the front page of the proposal, is the percentage of the total value of the contract.

The contractor shall exercise all necessary and reasonable steps to ensure that Disadvantaged Business Enterprises participate in a least the percent of the contract as set forth above as goals for this contract.

### **OBLIGATION OF CONTRACTORS**

Each contractor prequalified to perform work on Cabinet projects shall designate and make known to the Cabinet a liaison officer who is assigned the responsibility of effectively administering and promoting an active program for utilization of DBEs.

If a formal goal has not been designated for the contract, all contractors are encouraged to consider DBEs for subcontract work as well as for the supply of material and services needed to perform this work.

Contractors are encouraged to use the services of banks owned and controlled by minorities and women.

### **CERTIFICATION OF CONTRACT GOAL**

Contractors shall include the following certification in bids for projects for which a DBE goal has been established. BIDS SUBMITTED WHICH DO NOT INCLUDE CERTIFICATION OF DBE PARTICIPATION WILL NOT BE ACCEPTED. These bids will not be considered for award by the Cabinet and they will be returned to the bidder.

“The bidder certifies that it has secured participation by Disadvantaged Business Enterprises (“DBE”) in the amount of \_\_\_\_\_ percent of the total value of this contract and that the DBE participation is in compliance with the requirements of 49 CFR 26 and the policies of the Kentucky Transportation Cabinet pertaining to the DBE Program.”

**The certification statement is located in the electronic bid file. All contractors must certify their DBE participation on that page. DBEs utilized in achieving the DBE goal must be certified and prequalified for the work items at the time the bid is submitted.**

### **DBE PARTICIPATION PLAN**

Lowest responsive bidders must submit the *DBE Plan/ Subcontractor Request*, form TC 14-35 DBE, within **5** days of the letting. This is necessary before the Awards Committee will review and make a recommendation. **The project will not be considered for award prior to submission and approval of the apparent low bidder’s DBE Plan/Subcontractor Request.**

The DBE Participation Plan shall include the following:

- 1 Name and address of DBE Subcontractor(s) and/or supplier(s) intended to be used in the proposed project;
- 2 Description of the work each is to perform including the work item , unit, quantity, unit price and total amount of the work to be performed by the individual DBE. The Project Code Number (PCN), Category Number, and the Project Line Number can be found in the “material listing” on the Construction Procurement website under the specific letting;
- 3 The dollar value of each proposed DBE subcontract and the percentage of total project contract value this represents. DBE participation may be counted as follows; a) If DBE suppliers and manufactures assume actual and contractual responsibility, the dollar value of materials to be furnished will be counted toward the goal as follows:
  - The entire expenditure paid to a DBE manufacturer;
  - 60 percent of expenditures to DBE suppliers that are not manufacturers provided the supplier is a regular dealer in the product involved. A regular dealer must be engaged in, as its principal business and in its own name, the sale of products to the public, maintain an inventory and own and operate distribution equipment; and
  - The amount of fees or commissions charged by the DBE firms for a bona fide service, such as professional, technical, consultant, or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, supplies, delivery of materials and supplies or for furnishing bonds, or insurance, providing such fees or commissions are determined to be reasonable and customary.

- b) The dollar value of services provided by DBEs such as quality control testing, equipment repair and maintenance, engineering, staking, etc.;
  - c) The dollar value of joint ventures. DBE credit for joint ventures will be limited to the dollar amount of the work actually performed by the DBE in the joint venture;
- 4 Written and signed documentation of the bidder's commitment to use a DBE contractor whose participation is being utilized to meet the DBE goal; and
- 5 Written and signed confirmation from the DBE that it is participating in the contract as provided in the prime contractor's commitment.

#### **UPON AWARD AND BEFORE A WORK ORDER WILL BE ISSUED**

Contractors must submit the signed subcontract between the contractor and the DBE contractor, the DBE's certificate of insurance, and an affidavit for bidders, offerors, and contractors from the DBE to the Division of Construction Procurement. The affidavit can be found on the Construction Procurement website. If the DBE is a supplier of materials for the project, a signed purchase order and an affidavit for bidders, offerors, and contractors must be submitted to the Division of Construction Procurement.

Changes to DBE Participation Plans must be approved by the Cabinet. The Cabinet may consider extenuating circumstances including, but not limited to, changes in the nature or scope of the project, the inability or unwillingness of a DBE to perform the work in accordance with the bid, and/or other circumstances beyond the control of the prime contractor.

#### **CONSIDERATION OF GOOD FAITH EFFORTS REQUESTS**

If the DBE participation submitted in the bid by the apparent lowest responsive bidder does not meet or exceed the DBE contract goal, the apparent lowest responsive bidder must submit a Good Faith Effort Package to satisfy the Cabinet that sufficient good faith efforts were made to meet the contract goals prior to submission of the bid. Efforts to increase the goal after bid submission will not be considered in justifying the good faith effort, unless the contractor can show that the proposed DBE was solicited prior to the letting date. DBEs utilized in achieving the DBE goal must be certified and prequalified for the work items at the time the bid is submitted. One complete set and nine (9) copies of this information must be received in the office of the Division of Contract Procurement no later than 12:00 noon of the tenth calendar day after receipt of notification that they are the apparent low bidder.

Where the information submitted includes repetitious solicitation letters it will be acceptable to submit a sample representative letter along with a distribution list of the firms solicited. Documentation of DBE quotations shall be a part of the good faith effort submittal as necessary to demonstrate compliance with the factors listed below which the Cabinet considers in judging good faith efforts. This documentation may include written subcontractors' quotations, telephone log notations of verbal quotations, or other types of quotation documentation.

The Good Faith Effort Package shall include, but may not be limited to information showing evidence of the following:

- 1 Whether the bidder attended any pre-bid meetings that were scheduled by the Cabinet to inform DBEs of subcontracting opportunities;
- 2 Whether the bidder provided solicitations through all reasonable and available means;
- 3 Whether the bidder provided written notice to all DBEs listed in the DBE directory at the time of the letting who are prequalified in the areas of work that the bidder will be subcontracting;
- 4 Whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested. If a reasonable amount of DBEs within the targeted districts do not provide an intent to quote or no DBEs are prequalified in the subcontracted areas, the bidder must notify the DBE Liaison in the Office of Minority Affairs to give notification of the bidder's inability to get DBE quotes;
- 5 Whether the bidder selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the contract goals. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime contractor might otherwise perform these work items with its own forces;
- 6 Whether the bidder provided interested DBEs with adequate and timely information about the plans, specifications, and requirements of the contract;
- 7 Whether the bidder negotiated in good faith with interested DBEs not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities. Any rejection should be so noted in writing with a description as to why an agreement could not be reached;
- 8 Whether quotations were received from interested DBE firms but were rejected as unacceptable without sound reasons why the quotations were considered unacceptable. The fact that the DBE firm's quotation for the work is not the lowest quotation received will not in itself be considered as a sound reason for rejecting the quotation as unacceptable. The fact that the bidder has the ability and/or desire to perform the contract work with its own forces will not be considered a sound reason for rejecting a DBE quote. Nothing in this provision shall be construed to require the bidder to accept unreasonable quotes in order to satisfy DBE goals;
- 9 Whether the bidder specifically negotiated with subcontractors to assume part of the responsibility to meet the contract DBE goal when the work to be subcontracted includes potential DBE participation;
- 10 Whether the bidder made any efforts and/or offered assistance to interested DBEs in obtaining the necessary equipment, supplies, materials, insurance and/or bonding to satisfy the work requirements of the bid proposal; and
- 11 Any other evidence that the bidder submits which may show that the bidder has made reasonable good faith efforts to include DBE participation.



### **FAILURE TO MEET GOOD FAITH REQUIREMENT**

Where the apparent lowest responsive bidder fails to submit sufficient participation by DBE firms to meet the contract goal and upon a determination by the Good Faith Committee based upon the information submitted that the apparent lowest responsive bidder failed to make sufficient reasonable efforts to meet the contract goal, the bidder will be offered the opportunity to meet in person for administrative reconsideration. The bidder will be notified of the Committee's decision within 24 hours of its decision. The bidder will have 24 hours to request reconsideration of the Committee's decision. The reconsideration meeting will be held within two days of the receipt of a request by the bidder for reconsideration.

The request for reconsideration will be heard by the Office of the Secretary. The bidder will have the opportunity to present written documentation or argument concerning the issue of whether it met the goal or made an adequate good faith effort. The bidder will receive a written decision on the reconsideration explaining the basis for the finding that the bidder did or did not meet the goal or made adequate Good Faith efforts to do so.

The result of the reconsideration process is not administratively appealable to the Cabinet or to the United States Department of Transportation.

The Cabinet reserves the right to award the contract to the next lowest responsive bidder or to rebid the contract in the event that the contract is not awarded to the low bidder as the result of a failure to meet the good faith requirement.

### **SANCTIONS FOR FAILURE TO MEET DBE REQUIREMENTS OF THE PROJECT**

Failure by the prime contractor to fulfill the DBE requirements of a project under contract or to demonstrate good faith efforts to meet the goal constitutes a breach of contract. When this occurs, the Cabinet will hold the prime contractor accountable, as would be the case with all other contract provisions. Therefore, the contractor's failure to carry out the DBE contract requirements shall constitute a breach of contract and as such the Cabinet reserves the right to exercise all administrative remedies at its disposal including, but not limited to the following:

- Disallow credit toward the DBE goal;
- Withholding progress payments;
- Withholding payment to the prime in an amount equal to the unmet portion of the contract goal; and/or
- Termination of the contract.

### **PROMPT PAYMENT**

The prime contractor will be required to pay the DBE within seven (7) working days after he or she has received payment from the Kentucky Transportation Cabinet for work performed or materials furnished.

### **CONTRACTOR REPORTING**

All contractors must keep detailed records and provide reports to the Cabinet on their progress in meeting the DBE requirement on any highway contract. These records may include, but shall not be limited to payroll, lease agreements, cancelled payroll checks, executed subcontracting agreements, etc. Prime contractors will be required to complete and submit a signed and notarized affidavit (TC 18-7) and copies of checks for any monies paid to each DBE subcontractor or supplier utilized to meet a DBE goal. **These documents must be submitted within 10 days of being paid by the Cabinet.**

Payment information that needs to be reported includes date the payment is sent to the DBE, check number, Contract ID, amount of payment and the check date. Before Final Payment is made on this contract, the Prime Contractor will certify that all payments were made to the DBE subcontractor and/or DBE suppliers.

The Prime Contractor should supply the payment information at the time the DBE is compensated for their work. Form to use is located at:

<http://transportation.ky.gov/Construction/Pages/Subcontracts.aspx>

**The prime contractor should notify the KYTC Office of Civil Rights and Small Business Development seven (7) days prior to DBE contractors commencing work on the project. The contact is Melvin Byne and the telephone number is (502) 564-3601.**

Photocopied payments and completed, signed and notarized affidavit must be submitted by the Prime Contractor to: Office of Civil Rights and Small Business Development  
6<sup>th</sup> Floor West 200 Mero Street  
Frankfort, KY 40622

### **DEFAULT OR DECERTIFICATION OF THE DBE**

If the DBE subcontractor or supplier is decertified or defaults in the performance of its work, and the overall goal cannot be credited for the uncompleted work, the prime contractor may utilize a substitute DBE or elect to fulfill the DBE goal with another DBE on a different work item. If after exerting good faith effort in accordance with the Cabinet's Good Faith Effort policies and procedures, the prime contractor is unable to replace the DBE, then the unmet portion of the goal may be waived at the discretion of the Cabinet.

1/27/2017

**LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC – CARGO PREFERENCE ACT (CPA).**

**(REV 12-17-15) (1-16)**

SECTION 7 is expanded by the following new Article:

**102.10 Cargo Preference Act – Use of United States-flag vessels.**

Pursuant to Title 46CFR Part 381, the Contractor agrees

- To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.
- To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph 1 of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.
- To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

### **ASPHALT MIXTURE**

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

### **DGA BASE**

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

### **FUEL AND ASPHALT PAY ADJUSTMENT**

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

### **OPTION A**

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

## **Special Notes Applicable to Project – General Notes & Description of Work**

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### **CAUTION**

The information in this proposal and the type of work listed herein are approximate only and are not to be taken as an exact evaluation of the materials and conditions to be encountered during construction; the bidder must draw his/her own conclusions. The Department does not give any guarantee as to the accuracy of the data and no claim for money or time extension will be considered if the conditions encountered are not in accordance with the information shown.

### **STATIONING**

The contractor is advised that the planned locations of work were established from a beginning station number which is STA 0+00 at Wayne/Pulaski County line. Milepoints were established from a beginning Milepoint which is MP 0.000 at the Wayne/Pulaski County line. The existing mile marker signs may not correspond to the proposed work locations.

### **LIDAR**

All survey information was obtained from available KYTC Aerial LIDAR data and should be field verified as appropriate during construction and prior to incorporating the various project work items. Refer to the Special Note for Staking concerning staking operations required to control and construct the work.

### **ON-SITE INSPECTION**

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

### **RIGHT OF WAY LIMITS**

The Department has not established the exact limits of the Right-of-Way except from Sta 214+00 to Sta 237+50 and from Sta 246+00 to 251+50. Unless a consent and release form is obtained from the adjoining property owner, limit work activities to the obvious Right-of-Way and staging areas secured by the Contractor at no additional cost to the Department. In the event that private improvements (i.e. fences, buildings, etc.) encroach upon the Right-of-Way, the contractor shall notify the Engineer and limit work activities in order to NOT disturb the improvements. If they become necessary, the Department will secure consent and releases from property owners through the Engineer. Be responsible for all encroachments onto private lands.

### **CONTROL**

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

General Notes & Description of Work  
Page 2 of 5

**DESCRIPTION OF WORK**

Except as specified herein, perform all work in accordance with the Department's Standard Specifications, Supplemental Specifications, applicable Special Notes and Special Provisions, and applicable Standard and Sepia Drawings, current editions. Furnish all materials, labor, equipment, and incidentals for the following work:

**Superelevation Improvements.** There are multiple curves where Superelevation Improvements are being proposed. The intent of this work is to bring a consistent pavement cross slope through the identified curves. Refer to the Pavement Quantity Summary for locations and approximate quantities. The Contractor will need to utilize Asphalt Base and Milling and Texturing in order to achieve the desired superelevation improvements at the identified curves. The Pavement Quantity Summary lists the estimated quantities of Asphalt Base and Milling and Texturing for each curve; however, the Engineer will make the final determination as to which bid items will be required at each superelevation improvement area, as well as the appropriate lift thicknesses and number of lifts based on the existing conditions encountered at the time of construction. After placement of the Asphalt Base, the identified curves will be overlaid with a surface course. As a result of these superelevation improvements within the identified curves, the roadside shoulders and fill slopes will have to be modified to match the final pavement elevations and tie in with the existing ground lines. The quantities for these modifications have been included within the Ditching & Shouldering bid item.

NOTE: Some field adjustments of the proposed shoulder width, fill slope, ditch, and/or superelevation improvement may be required. The proposed shoulder and roadside grading is intended to occur within Right-of-Way and **NOT** disturb any sensitive obstructions (i.e. fences, buildings, utility poles, etc.). Superelevation improvements with sensitive obstructions along the roadside shall still require regrading the roadside, but the slopes may have to be constructed steeper than shown. The desire of the Department is to construct the new fill slopes at 3:1 or flatter. When a fill slope needs to be constructed steeper than 3:1 to remain within Right-of-Way or not impact a sensitive obstruction, and the existing fill slope is steeper than 3:1, then the new fill slope can be constructed steeper than 3:1, but the new fill slope shall not be constructed steeper than the existing fill slope. If a desired superelevation improvement will result in the new fill slope having to be graded steeper than the existing fill slope in order to remain within Right-of-Way or not impact a sensitive obstruction, then the superelevation rate should be modified (reduced) in order to reduce the final change in pavement edge elevation, thereby reducing the height of the new fill slope grading, and allowing for a flatter new fill slope that will not be steeper than the existing fill slope. Prior to making modifications to the proposed superelevation rate, shoulder width, and/or fill slope, coordinate with and obtain approval from the Engineer.

**Pavement Resurfacing.** The existing roadway is to be resurfaced only in the areas undergoing superelevation improvements and in the areas of Spot Improvement #1 and #2. Other tasks associated with the pavement resurfacing include construction of edge keys, installation of rumble strips, and application of pavement markings. Refer to the rumble strip Sepia Drawings for recommended placement of rumble strips.

**Ditching and Shouldering.** Several areas throughout the project are set up for Ditching & Shouldering. Perform Ditching & Shouldering at the locations identified elsewhere in the Proposal, or the locations as directed by the Engineer. The proposed shoulder, ditch, and/or roadside dimensions are detailed on the Typical Sections. Perform Ditching & Shouldering according to the Special Note for Ditching & Shouldering. For details of the conditions and situations commonly encountered when performing

## General Notes & Description of Work

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Ditching & Shouldering, refer to the detail sheets titled: DITCHING & SHOULDERING AND EMBANKMENT BENCHING DETAILS.

**DGA Wedge & Chip Seal.** All sections of "Ditching & Shouldering" are set up to receive a 4" thick DGA Wedge & Chip Seal after the ditching and shouldering operations are complete. Refer to the Special Note for Ditching & Shouldering and the Special Note for Double Asphalt Seal Coat for more information on the DGA Wedge & Chip Seal.

**Entrance Pipe Replacement & Driveway Surfacing.** Due to areas of existing ditch line being re-shaped and relocated further from the edge of pavement, there are areas throughout the project where the existing entrance pipe will have to be removed and replaced to line up with the new ditch line. See the Drainage Structure Summary for the locations and bid items/quantities associated with the entrance pipe replacements. The entrance surface is noted on the plans. The Engineer will make the final determination as to the locations and quantities required to complete the work based on the existing conditions encountered during construction. Refer to the Special Note for Pipe Replacements / Extensions for more information on this item of work.

**Pipe Replacements & Extensions.** There are locations throughout the project where culvert pipes are being replaced and/or extended. Locations are noted on the Drainage Structure Summary. Other items that may be associated with the pipe replacements and/or extensions include: Sloped & Mitered Concrete Headwalls, Intermediate Anchor/Collar, Ditching & Shouldering, Channel Lining, Erosion Control Blanket, etc. Refer to the Special Note for Pipe Replacements / Extensions for more information on this item of work.

**Sloped & Mitered Concrete Headwalls.** Sloped & Mitered Concrete Headwalls shall be constructed as shown on the detail sheets titled: SLOPED & MITERED CONCRETE HEADWALL DETAILS. This headwall is intended to combine the benefits of a pipe headwall with the advantages of safety and adaptability by allowing the headwall to be custom fit to the surrounding embankment. The Drainage Structure Summary identifies which pipe ends are to receive the Sloped & Mitered Concrete Headwalls. The identified pipe ends shall have the headwall installed and the pipe mitered at a slope that matches the final embankment slopes at each location. If the pipe is on a skew, install the headwall and miter the pipe so that the concrete slope paving of the new headwall is perpendicular to the roadway. In other words the embankment slope should not be warped to fit the skew of the pipe; the headwall should be installed and the pipe should be mitered to match the final embankment slope, so that the roadside fill slope is fairly consistent prior to the pipe, at the pipe, and beyond the pipe. When completed the edges of the Sloped & Mitered Concrete Headwall should be flush with the surrounding ground line. Payment at the Contract unit price Each shall be full compensation for furnishing all labor, materials, equipment, and incidentals necessary to install the headwall and miter the pipe.

NOTE: For pipes that receive the Sloped & Mitered Concrete Headwall, the pipe length will be measured to the furthest point along the mitered end of the pipe.

**Intermediate Anchor/Collar.** Class A Concrete shall be used to construct an intermediate anchor, or collar, around the pipe connections identified on the Drainage Structure Summary, so the new pipe can be securely connected to the existing pipe. Class A Concrete shall be considered incidental to the

## General Notes & Description of Work

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associated pipe extension. The intermediate anchor shall be constructed as shown on Standard Drawing RDX-060, current edition.

**Channel Lining.** A total of 114 Tons of Channel Lining Class II is set up for this project. A quantity of 54 Tons of Channel Lining Class II has been included for use at the locations indicated on the Drainage Structure Summary. An additional 60 Tons of Channel Lining Class II has been included for potential use around safety box inlets, inlets and outlets of pipes, along areas of regraded ditch line and/or fill slope, and other areas as directed by the Engineer. The Contractor and Engineer should work together to determine the location and best use of Channel Lining throughout this project. The Engineer will make the final determination as to the needed quantities and placement of Channel Lining.

**Erosion Control Blanket.** A quantity of 4164 square yards of Erosion Control Blanket has been included in the contract for potential use along areas of regraded shoulders, ditch lines, fills slopes and/or back slopes, inlets and outlets of pipes, and any other areas as directed by the Engineer. The Contractor and Engineer should work together to determine the location and best use of Erosion Control Blanket throughout this project. The Engineer will make the final determination as to the quantities and placement of Erosion Control Blanket.

**Trim & Remove Trees, Stumps, and Brush.** There are locations within the project where Trees, Stumps, or Brush are to be removed and/or trimming. Locations are noted on the Tree Removal & Trimming Summary. Refer to the Special Note for Tree, Stump, and Brush Removal for more information.

**Removal of Existing Signs and Installation of Proposed Signs.** A quantity of 9 each of "Remove Sign" has been included for removal of the existing chevron signs, as identified on the Signing Plans. An estimated quantity of new curve signing and sign post is included on the Signing Summary. Once final surfacing operations are complete, the District Traffic Section will perform ball bank readings along the route to determine the appropriate advisory speeds and work with the Contractor to determine the final signing plan. Refer to the Special Note for Signing, Special Note for Staking, and Special Note for Signage for more details.

**Removal and Relocation of Existing Sign Assemblies.** A total quantity of 40 "Remove and Relocate Sign Assembly" has been included in the contract for any existing sign assemblies that may need to be removed and reinstalled. The need to remove and reinstall an existing sign assembly could occur for multiple reasons. One reason is when an existing sign assembly obstructs or interferes with proposed construction activities. Another reason to remove and relocate an existing sign assembly is when the existing sign falls within 200 feet of a proposed sign. An example would be an existing "School Bus Stop Ahead" sign that is within 200 feet of a proposed horizontal alignment sign. Situations such as this should become apparent during Staking operations. Therefore, during Staking operations the Contractor shall work with the Engineer and/or District Traffic Engineer to determine the best location to relocate any existing signs so the final signing meets the 200 foot spacing guideline, or is relocated as directed by the Engineer and/or District Traffic Engineer. (NOTE: chevrons are not included in the 200 foot minimum spacing guideline). Once it is determined that an existing sign is to be removed and reinstalled, the sign should be removed and reinstalled as soon as possible. The intent is for the sign to be "down" the minimum length of time necessary.

**NOTE:** The Department will consider all signs attached to one or more connected posts as a single sign



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assembly. The Department will measure and pay for "Remove and Relocate Sign Assembly" as each sign assembly removed and relocated; NOT each individual sign removed and relocated.

Prior to actually removing and relocating a sign, the Contractor should review the sheet sign and sign post for damage. It is the Contractor's responsibility to notify the Engineer of any sheet sign or sign post damage prior to removal and relocation of the sign, so that it can be documented that the existing sheet sign and/or sign post had pre-existing damage. If the Contractor does not make the Department aware of pre-existing damage prior to removing the sign from its existing location, the Department will have to assume the damage was the result of the Contractor's removal and relocation efforts. The Contractor shall replace any components of a sign that are damaged during removal and relocation. Replacement of the damaged components shall be incidental to the bid item "Remove and Relocate Sign Assembly".

If the existing sheet sign is found to have pre-existing damage, the Department will provide the Contractor with a new sheet sign to replace the sheet sign with pre-existing damage. Detaching the damaged sheet sign from the existing post and attaching the new sheet sign to the existing post shall be incidental to the bid item "Remove and Relocate Sign Assembly".

If any of the existing hardware components (bracing, brackets, bolts, rivets, etc.) are found to have pre-existing damage, the Contractor shall provide the necessary replacement hardware for proper re-installation of the sign. These components shall be incidental to the bid item "Remove and Relocate Sign Assembly".

If an existing sign that is being relocated is found to not have an existing soil stabilizer plate, or if the soil stabilizer plate and/or anchor is damaged during removal, then a new soil stabilizer plate and/or anchor shall be provided by the Contractor and shall be incidental to the bid item "Remove & Relocate Sheet Signs".

If an existing sign that is being relocated is found to have pre-existing damage to the sign post, the Department will NOT utilize the bid item "Remove and Relocate Sign Assembly" for removing and relocating such a sign. Instead, the Department will require the Contractor to install a new sign post(s) at the new location, and pay for the new post(s) under the bid item "Steel Post Type I". Detaching the existing sheet sign from the existing, damaged post and attaching the existing sheet sign to the new post shall be incidental to the bid item "Steel Post Type I". Any hardware that is needed to complete the installation shall also be incidental to the bid item "Steel Post Type I". Removal of the existing damaged post(s) and any other sign components not needed will be paid under the bid item "Remove Sign".

## SPECIAL NOTE FOR DITCHING & SHOULDERING

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### I. DESCRIPTION

Except as provided herein, all work shall be performed in accordance with Department's Standard Specifications, Interim Supplemental Specifications, applicable Standard and Sepia Drawings, applicable Special Provisions and Special Notes, current editions. Article references are to the Standard Specifications. This project shall consist of furnishing all labor, equipment, materials, and incidentals for the following:

- (1) Maintaining and Controlling Traffic; (2) Site Preparation; (3) Ditching; (4) Shouldering; (5) Constructing Embankments, Embankment Benching, and/or Excavation; (6) Erosion Control; and (7) Any other work as specified in this Contract.

### II. MATERIALS

All materials shall be sampled and tested in accordance with the Department's Sampling Manual and the materials shall be available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these Notes.

- A. Maintain and Control Traffic.** See Traffic Control Plan.
- B. Erosion Control.** See Special Note for Erosion Control.
- C. DGA.** Furnish Dense Graded Aggregate as per Section 805.
- D. Asphalt Seal Coat.** See the Special Note for Double Asphalt Seal Coat.
- E. Asphalt Seal Aggregate.** See the Special Note for Double Asphalt Seal Coat.
- F. Channel Lining, Class II.** When listed as a bid item, furnish Channel Lining, Class II as per Section 805.
- G. Geotextile Fabric Type IV.** When listed as a bid item, furnish Geotextile Fabric Type IV as per Section 843.
- H. Crushed Stone Base.** Furnish Crushed Stone Base as per Section 805.

### III. CONSTRUCTION METHODS

- A. Maintain and Control Traffic.** See the Traffic Control Plan.
- B. Erosion Control.** See the Special Note for Erosion Control.

## Ditching & Shouldering

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**C. Site Preparation.** Be responsible for all site preparation including, but not limited to: staking; clearing, grubbing, and removal of all obstructions or any other items; excavation, embankment benching, compacting embankment in place; temporary pollution and erosion control; disposal of excess, waste, and debris; and final dressing, cleanup, and seeding and protection. Perform all site preparation as approved or directed by the Engineer.

**D. Staking.** See the Special Note for Staking.

**E. Ditching & Shouldering.** Perform Ditching & Shouldering at the approximate locations listed on the Summary Sheets and/or Plan Sheets, or at locations as directed by the Engineer. All work shall be completed according to Section 209, or as specified in the DITCHING & SHOULDERING AND EMBANKMENT BENCHING DETAILS, the Typical Sections, the Plan Sheets, or as directed by the Engineer. Ditching & Shouldering shall consist of any necessary clearing, grubbing, grading, and/or reshaping of the existing shoulder, ditch, and/or roadside to achieve the proposed shoulder, ditch, and/or roadside dimensions detailed on the Typical Sections. Depending on the existing conditions encountered and to achieve the dimensions as detailed in the Typical Sections, Ditching & Shouldering may also include, but is not limited to: embankment benching, excavating and removing excess material, excavation of rock, providing additional earth material suitable for vegetation growth and grading, shaping, and compacting the earth material.

Provide positive drainage of ditches and slopes at all times during and upon completion of construction. When asphalt surfacing or resurfacing is included in the contract, perform all ditching and as much of the shouldering operations as is practical before beginning final surfacing operations.

**F. Embankment Benching.** Embankment Benching shall be required when the existing groundline has an incline greater than 15%. Any and all required embankment benching shall be incidental to the bid item DITCHING & SHOULDERING. For more information refer to the DITCHING & SHOULDERING AND EMBANKMENT BENCHING DETAILS.

**G. DGA Wedge & Chip Seal.** All areas of Ditching & Shouldering have been set up to receive a 4" thick DGA Wedge & Chip Seal after the ditching and shouldering operations are complete. See the Summary Sheets and/or Plan Sheets for the approximate locations. Construct and compact the DGA as required by Section 302, or as directed by the Engineer. Place Chip Seal over the entire width of the DGA Wedge. See the Special Note for Double Asphalt Seal Coat for the Chip Seal requirements.

**H. Channel Lining.** Install Class II Channel Lining along any sections of ditches identified in the Proposal, along any fill or ditch backslopes identified in the Proposal requiring Slope Protection, or any other locations the Engineer directs for slope protection or erosion control.

Ditching & Shouldering  
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- I. Right-of-Way Limits.** The Department has not established exact limits of the Right-of-Way. Unless a consent and release form is obtained from the adjoining property owner, limit work activities to the obvious Right-of-Way and staging areas secured by the Contractor at no additional cost to the Department. In the event that private improvements (i.e. fences, buildings, etc.) encroach upon the Right-of-Way, the contractor shall notify the Engineer and limit work activities in order to NOT disturb the improvements. If they become necessary, the Department will secure consent and releases from property owners through the Engineer. Be responsible for all encroachments onto private lands.
- J. Property Damage.** The Contractor shall be responsible for all damage to public and/or private property resulting from the Contractor's activities. Repair or replace damaged roadway features in like kind materials and design as directed by the Engineer at no additional cost to the Department. Repair or replace damaged private property in like kind materials and design to the satisfaction of the owner and the Engineer at no additional cost to the Department.
- K. Coordination with Utility Companies.** Locate all underground, above ground, and overhead utilities prior to beginning construction. Be responsible for contacting and maintaining liaison with all utility companies that have utilities located within the project limits. Do not disturb existing overhead or underground utilities. It is not anticipated that any utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Contractor while relocating their facilities. Be responsible for repairing all utility damage that occurs due to the Contractor's operations at no additional cost to the Department. NOTIFY THE ENGINEER AND THE UTILITY OWNER(S) IMMEDIATELY WHEN IT IS DISCOVERED OR ANTICIPATED THAT ANY UTILITY CONFLICT COULD DELAY THE CONTRACTOR'S OPERATIONS. If the total delay exceeds ten working days, an extension of the specified completion date will be negotiated with the Contractor for delay to the Contractor's work; however, no extension will be granted for any delay caused by the Contractor's failure to notify the Engineer and/or the utility company as specified above when a conflict is discovered or anticipated as specified.
- L. Caution.** The information in this proposal and shown on the plans and the type of work listed herein are approximate only and are not to be taken as an accurate evaluation of the materials and conditions to be encountered during construction; the bidder must draw their own conclusions. The Department does not give any guarantee as to the accuracy of the data and no claim for money or time extension will be considered if the conditions encountered are not in accordance with the information shown.
- M. Control.** Perform all work under the absolute control of the Department. Obtain the Engineer's approval of all designs required to be furnished by the Contractor prior to incorporation into the work. The Department reserves the right to have other work

## Ditching & Shouldering

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performed by other contractors and its own forces, and to permit public utility companies and others to do work during the construction within the limits of, or adjacent to, the project. Conduct operations and cooperate with such other parties so that interference with such other work will be reduced to a minimum. The Department will not honor any claims for money or time extension created by the operations of such other parties.

Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to, the project, the Engineer will decide as to the respective rights of the various parties involved in order to assure the completion of the Department's work in general harmony and in a satisfactory manner, and the Engineer's decision shall be final and binding upon the Contractor.

- N. Clean Up, Disposal of Waste.** Clean up the project area as work progresses. Dispose of all removed excess material, debris, and other waste at approved sites off the Right of Way obtained by the Contractor at no additional cost to the Department. See the Special Provision for Waste and Borrow Sites.
- O. Final Dressing, Seeding and Protection.** Grade all disturbed areas to blend with the adjacent roadways features and to provide a suitable seed bed. Apply Class A Final Dressing to all disturbed areas, both on and off the Right-of-Way. Sow all disturbed earthen areas with the applicable seed mixture(s) according to Section 212.03.03.

## IV. METHOD OF MEASUREMENT

- A. Maintain and Control Traffic.** See Traffic Control Plan.
- B. Erosion Control.** See Special Note for Erosion Control.
- C. Site Preparation.** Other than the bid items listed, the Department will NOT measure Site Preparation for payment, but shall be incidental to the project bid items.
- D. Staking.** See Special Note for Staking.
- E. Ditching & Shouldering.** Contrary to Section 209.04 the Department will measure the bid item DITCHING & SHOULERING in linear feet along the centerline of the roadway as the length of the actual ditching and/or shouldering work performed. Further, this measurement will only include one side of the roadway. Therefore, for areas where ditching and shouldering occurs on both sides of the road, the Department will measure each side independently. The Department will not measure cleaning pipe structures 36 inches or less in diameter or reshaping any deformed ends on metal entrance pipes that are to remain in place, as these operations are considered incidental to the bid item DITCHING & SHOULERING.

## Ditching & Shouldering

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- F. Embankment Benching.** The Department will not measure Embankment Benching for payment. Any and all required embankment benching shall be incidental to the bid item DITCHING & SHOULERING.
- G. DGA, CSB.** When listed as bid items, DGA and Crushed Stone Base shall be measured according to Section 302.04.
- H. Chip Seal.** When specified in the contract, the bid items associated with Chip Seal shall be measured according to the Special Note for Double Asphalt Seal Coat.
- I. Channel Lining, Class II.** When listed as a bid item, Class II Channel Lining shall be measured according to Section 703.04.
- J. Geotextile Fabric, Type IV.** When listed as a bid item, Geotextile Fabric, Type IV shall be measured according to Section 214.04.
- K. Clean Up, Disposal of Waste, Final Dressing, Seeding and Protection.** The Department will NOT measure for payment the following activities: Clean Up, Disposal of Waste, and Final Dressing. These activities shall be incidental to the project bid items. Seeding and Protection shall be measured according to Section 212.

## V. BASIS OF PAYMENT

- A. Maintain and Control Traffic.** See Traffic Control Plan.
- B. Erosion Control.** See Special Note for Erosion Control.
- C. Staking.** See Special Note for Staking.
- D. Ditching & Shouldering.** The Department will make payment for the completed and accepted quantities under the bid item DITCHING & SHOULERING. The Department will consider payment full compensation for furnishing all labor, materials, equipment, and incidentals necessary to preform Ditching & Shouldering as required by these notes, at the locations indicated on the summary sheets, plans, and/or as directed by the Engineer.
- E. DGA, CSB.** When listed as bid items, the Department will make payment for DGA and Crushed Stone Base according to Section 302.05.
- F. Chip Seal.** When specified in the contract, the Department will make payment for the bid items associated with Chip Seal according to the Special Note for Double Asphalt Seal Coat.

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**G. Channel Lining, Class II.** When listed as a bid item, the Department will make payment for Class II Channel Lining according to Section 703.05.

**H. Geotextile Fabric, Type IV.** When listed as a bid item, the Department will make payment for Geotextile Fabric, Type IV according to Section 214.05.

## SPECIAL NOTES FOR PIPE REPLACEMENTS / EXTENSIONS

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### I. DESCRIPTION

Except as provided herein, perform all work in accordance with the Department's Standard Specifications, interim Supplemental Specifications, Standard and Sepia Drawings, and Special Notes and Special Provisions, current editions. Article references are to the Standard Specifications. This project shall consist of furnishing all labor, equipment, materials, and incidentals for the following:

(1) Maintaining and Controlling Traffic; (2) Constructing pipe replacements and/or pipe extensions; (3) Embankment and/or Excavation; (4) Erosion Control; and (6) Any other work as specified by this contract.

### II. MATERIALS

Provide for sampling and testing of all materials in accordance with the Department's Sampling Manual. Make materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these notes.

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

**B. Culvert Pipe.** Furnish pipe meeting the requirements of Section 810. Select pipe for pH range Medium and minimum fill cover height according to the applicable Standard or Sepia Drawings, current editions. Verify maximum and minimum fill cover height required for new pipe prior to construction and obtain the Engineer's approval of the class or gauge of pipe and type of coating prior to delivering pipe to project. Furnish approved connecting bands or pipe anchors and toe walls.

**C. Flowable Fill.** Furnish Flowable Fill for Pipe Backfill per Section 601.03.03(B).

**D. Erosion Control.** See Special Note for Erosion Control.

### III. CONSTRUCTION METHODS

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

**B. Erosion Control.** See Special Note for Erosion Control.

**C. Site Preparation.** Be responsible for all site preparation including, but not limited to, saw cutting and removing pavement; clearing and grubbing; staking; incidental excavation and backfilling; common and solid rock excavation; embankment in place; removal of obstructions, or any other items; restoration of pavements, slopes, and all disturbed areas; final dressing and cleanup; and disposal of materials. Limit clearing and grubbing to the absolute minimum required to construct the drainage features. Perform all site preparation only as approved or directed by the Engineer.



Pipe Replacements/Extensions  
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- D. Removing Headwalls, Pipe, and Excavation.** Remove existing headwalls and lengths of culvert and/or entrance pipes at the approximate locations noted on the summary. The Engineer will determine the exact locations and lengths of pipe to be removed at the time of construction. When removing pipe, or any portion of pipe under the roadway, saw cut the existing asphalt pavement and base to a neat edge prior to excavation and removal of the existing pipe. NOTE: Saw cutting the pavement shall be incidental. Obtain the Engineer's approval of trench width and/or saw cutting limits prior to saw cutting the pavement. Excavate the trench and remove the pipe as directed, or approved, by the Engineer without disturbing existing underground utilities.
- E. Constructing Pipe, Headwalls, and Drainage Boxes.** Construct culvert and/or entrance pipes, pipe extensions, headwalls, drainage boxes, and other drainage structures at the locations shown in the proposal or as designated by the Engineer. The contractor will establish, with the approval of the Engineer, the final centerlines, flow lines, and skews to obtain the best fit with the existing and/or proposed ditches and other proposed improvements. (See the Special Note for Staking.) Construct pipe bedding according to Section 701 and the applicable Standard or Sepia Drawings, current editions. Use approved connecting bands or concrete anchors as required. Prior to backfilling pipe, obtain the Engineer's approval of the pipe installation. Provide Positive drainage upon completion of pipe installation.
- F. Pipe Backfill.** Backfill entrance pipes according to Section 701.03.06. Contrary to Section 701.03.06, backfill culvert pipes with flowable fill for the width of the roadway and as shown on the Pipe Replacement Detail. Steel plates will likely be required to maintain traffic while the flowable fill cures. Once the flowable fill has sufficiently cured, place the Asphalt Base in lifts with thicknesses of 3-4 inches, up to the surface of the existing pavement. Seal with Leveling & Wedging. Allow the asphalt base and leveling & wedging to be exposed to traffic for a minimum of 14 days to allow for settlement. During the waiting period, level & wedge any settlement as directed by the Engineer. After the waiting period has been met for the last pipe replacement constructed, the final milling and/or surfacing operations can begin, unless directed otherwise by the Engineer.
- G. Embankments.** Backfill pipe and culvert extensions, and construct shoulder embankments as directed by the Engineer. The contractor shall bench into the existing slope and apply proper compaction according to Section 206. For more information and details on benching, refer to Note 2 on the detail sheet titled: DITCHING & SHOULDERING AND EMBANKMENT BENCHING DETAILS, found elsewhere in the Proposal. Provide positive drainage of ditches, shoulders, and slopes at all times during, and upon completion of construction.
- H. Property Damage.** Be responsible for all damage to public and/or private property resulting from the work. Repair or replace damaged roadway features in like kind materials and design, as directed by the Engineer at no additional cost to the Department. Repair or replace damaged private property in like kind materials and design to the satisfaction of the owner and the Engineer at no additional cost to the Department.

Pipe Replacements/Extensions  
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- I. Coordination with Utility Companies.** Locate all underground, above ground, and overhead utilities prior to beginning construction. Be responsible for contacting and maintaining liaison with all utility companies that have utilities located within the project limits. Do not disturb existing overhead or underground utilities. It is not anticipated that any utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Contractor while relocating their facilities. Be responsible for repairing all utility damage that occurs as a result of pipe replacement and pipe extension operations at no additional cost to the Department. NOTIFY THE ENGINEER AND THE UTILITY OWNER(S) IMMEDIATELY WHEN IT IS DISCOVERED OR ANTICIPATED THAT ANY UTILITY CONFLICT COULD DELAY THE CONTRACTOR'S OPERATIONS. If the total delay exceeds ten working days, an extension of the specified completion date will be negotiated with the Contractor for delay to the Contractor's work; however, no extension will be granted for any delay caused by the Contractor's failure to notify the Engineer and/or the utility company as specified above when a conflict is discovered or anticipated as specified.
- J. Right-of-Way Limits.** The Department has not established exact limits of the Right-of-Way. Unless a consent and release form is obtained from the adjoining property owner, limit work activities to the obvious Right-of-Way and staging areas secured by the Contractor at no additional cost to the Department. In the event that private improvements (i.e. fences, buildings, etc.) encroach upon the Right-of-Way, the contractor shall notify the Engineer and limit work activities in order to NOT disturb the improvements. If they become necessary, the Department will secure consent and releases from property owners through the Engineer. Be responsible for all encroachments onto private lands.
- K. Clean Up, Disposal of Waste.** Clean up the project area as work progresses. Dispose of all removed concrete, pipe, pavement, debris, excess and unsuitable excavation, and all other waste at approved sites off the Right of Way obtained by the Contractor at no additional cost to the Department. See the Special Provision for Waste and Borrow Sites.
- L. Final Dressing, Seeding and Protection.** Grade all disturbed areas to blend with the adjacent roadways features and to provide a suitable seed bed. Apply Class A Final Dressing to all disturbed areas, both on and off the Right-of-Way. Sow all disturbed earthen areas with the applicable seed mixture(s) according to Section 212.03.03.
- M. Erosion Control.** See the Special Note for Erosion Control.

**IV. METHOD OF MEASUREMENT**

- A. Maintain and Control Traffic.** See the Traffic Control Plan.
- B. Site Preparation.** Other than the bid items listed, site preparation will NOT be measured for payment, but shall be incidental to culvert and/or entrance pipe bid items, as applicable.

Pipe Replacements/Extensions  
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- C. Remove Headwall.** The Department will measure the removal of existing headwalls as Each. Any excavation, including rock excavation, necessary to remove existing headwalls will NOT be measured for payment, but shall be incidental to the bid item "Remove Headwall".
- D. Remove Pipe.** Removal of existing culvert and entrance pipe shall be measured according to Section 701.04.14. Any excavation, including rock excavation, necessary to remove existing pipe will NOT be measured for payment, but shall be incidental to the bid item "Remove Pipe".
- E. Culvert and Entrance Pipe.** The Department will measure the quantities according to Section 701.04. Any excavation, including rock excavation, necessary to install culvert or entrance pipe shall be incidental to the corresponding pipe bid items.
- F. Headwalls, Drainage Boxes.** The Department will measure according to Section 710. Any excavation, including rock excavation, necessary to construct headwalls and/or drainage boxes will NOT be measured for payment, but shall be incidental to the applicable bid item.
- G. Excavation, Pipe Backfill, Embankments.** The Department will NOT measure for payment the following items: any excavation, including rock excavation, necessary to remove the existing pipe and/or install the proposed culvert or entrance pipe, pipe backfill material, flowable fill, and re-constructing shoulder embankments, but shall considered these items incidental to the bid items for culvert and entrance pipe.
- H. Clean Up, Disposal of Waste, Final Dressing, Seeding and Protection.** The Department will NOT measure for payment the following activities: Clean Up, Disposal of Waste, and Final Dressing. These activities shall be incidental to the project bid items. Seeding and Protection shall be measured according to Section 212.
- I. Erosion Control.** See the Special Note for Erosion Control.

**V. BASIS OF PAYMENT**

- A. Maintain and Control Traffic.** See the Traffic Control Plan.
- B. Remove Headwall.** The Department will make payment for the completed and accepted quantities of Each headwall removed. Payment at the Contract unit price per Each shall be full compensation for furnishing all labor, materials, equipment, and incidentals for removing the existing headwall.
- C. Remove Pipe.** The Department will make payment according to Section 701.05. Payment at the Contract unit price per linear foot shall be full compensation for furnishing all labor, materials, equipment, and incidentals for removing the existing pipe.
- D. Culvert and Entrance Pipe.** The Department will make payment according to Section

Pipe Replacements/Extensions  
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701.05. Payment at the Contract unit price per linear foot shall be full compensation for furnishing all labor, materials, equipment, and incidentals necessary for installing and backfilling new culvert and entrance pipe.

**E. Headwalls, Drainage Boxes.** The Department will make payment according to Section 710.

**F. Erosion Control.** See the Special Note for Erosion Control.

## ***SPECIAL NOTE***

### **For Tree Removal**

#### **Pulaski County**

**PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 790 FROM  
WAYNE-PULASKI COUNTY LINE (MP 0.000) TO KY 90 (MP 5.551)**

#### **Item No. 8-9003 and 8-934**

**NO CLEARING OF TREES 5 INCHES OR GREATER (DIAMETER BREAST  
HEIGHT) FROM JUNE 1- JULY 31.**

**If there are any questions regarding this note, please contact Danny Peake, Director,  
Division of Environmental Analysis, 200 Mero Street, Frankfort, KY 40601, Phone:  
(502) 564-7250.**

## SPECIAL NOTE FOR TREE, STUMP, AND BRUSH REMOVAL

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### I. DESCRIPTION

All work shall be performed in accordance with the Department's current Standard Specifications for Road and Bridge Construction and applicable Special Provisions, except as hereafter specified. Article references are to the Standard Specifications.

This work shall consist furnishing all equipment, labor, materials, and incidentals for the following: (1) Site Preparation; (2) Maintaining and controlling traffic; (3) Temporary erosion control and temporary pollution control; (4) Cutting, trimming, and/or removing trees, stumps, and/or brush as specified or directed by the Project Engineer; (5) Treating all cut stumps required by Project Engineer to prevent re-sprouting; (6) Clean up and disposal of waste; (7) Final dressing and seeding and protection; and (7) all other work specified in the Contract.

### II. MATERIALS

All materials shall be sampled and tested in accordance with the Department's Sampling Manual and the materials shall be available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these Notes.

- A. Maintain and Control Traffic.** The Contractor shall maintain and control traffic in accordance with the Traffic Control Plan.
- B. Seeding and Protection.** Use applicable Seed Mixture as specified per Section 212.03.03.
- C. Erosion Control.** See the Special Note for Erosion Control.

### III. CONSTRUCTION METHODS

- A. Maintain and Control Traffic.** The Contractor shall maintain and control traffic in accordance with the Traffic Control Plan.
- B. Cutting, Trimming, and/or Removing Trees, Stumps, and/or Brush.** The Contractor shall cut trees and/or bushes as close to the ground as possible; three inches (3") or less from ground line. Any tree trimming listed in the proposal shall be cleared as shown on the Tree Trimming Detail. Grinding of all tree stumps within the mowing zone shall be required as directed by the Engineer. All stumps that are listed on the summary and/or directed by the Engineer to be removed, are to be removed via mechanical grinding, or other methods approved by the Engineer, to a minimum depth of four (4) inches below the surrounding grade line. For trees that are cut, but will not be required to have their stump removed, treat the stump, within one hour of cutting, with the specified herbicide solution.

## Tree, Stump, & Brush Removal

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Replace and level any and all soil disturbed during the tree, stump, and/or brush removal and/or tree trimming operations. Leave the soil in a condition suitable for seeding that is level with the surrounding soil grade, with no holes or indentions to catch water or present unsafe mowing conditions. This work will be incidental to the bid items "Remove Trees or Stumps" and/or "Trim and Remove Trees and Brush."

NOTE: Tree cutting restrictions apply. See the Special Note for Tree Removal for details on the restrictions.

- C. Removal of Tree, Stump, and Brush Debris.** The Contractor will remove all debris and biomass from the trimming and/or removal of trees, stumps, and/or brush from the work site and dispose of such off the right-of-way in accordance with local, state, and federal solid waste laws and regulations. Cleanup and remove all existing down trees and brush located within the designated areas. At the discretion of the Project Engineer, the contractor may be permitted to chip and blow biomass onto non-mowing zones. Chips shall not be blown onto areas that would potentially restrict the flow of water in drainage ditches. All un-chipped biomass must be removed from roadway right-of-ways.

The Contractor shall keep the work zone free of accumulated waste material and debris at all times. Remove and dispose of all tree, stump, and brush chips off the right-of-way. Remove and dispose of all debris and waste material off the right-of-way as work is completed and at the end of each workday. Remove desirable wood pieces from the right-of-way at the end of each workday. Stockpile trees and brush off the right-of-way. At the discretion of the Project Engineer, the Contractor may be permitted to stockpile trees and brush at approved locations along the right-of-way.

The Contractor shall immediately correct any disturbance to all drainage features and structures caused by the Contractor's work.

- D. Stump Treatment.** Within one hour of cutting, the Contractor shall apply a stump treatment mix consisting of fifty percent (50%) Glyphosate (EPA Reg. No. 524-579) with water and add twelve (12) ounces of Imazapyr (EPA Reg. No. 241-431), as specified, per gallon of solution. The addition of a non-ionic surfactant 5% (v/v) shall be added to the solution to increase uptake of the herbicide solution into the root system. Generic formulations are not acceptable. Mix the herbicide solution in the presence of the Inspector. Include a color indicator in the herbicide solution to mark the treated stumps. Spray or paint the herbicide solution onto all cut stumps within one hour after cutting. Apply the herbicide solution in a manner to avoid drift onto surrounding vegetative ground cover. Stumps in the mowing zone, designated for mechanical grinding treatment, need not receive the herbicide treatment.

Tree, Stump, & Brush Removal  
Page 3 of 5

Provide herbicide material for the treatment of cut stumps meeting the following criteria:

- a. Glyphosate**

Active ingredient: **(Glyphosate)**

\*Glyphosate, N-(phosphonomethyl)glycine, in the form of its potassium salt..... 48.7%

Inert ingredients ..... 51.3%

Total ..... 100.0%

\* Contains 660 grams per liter or 5.5 pounds per U.S. gallon of the active ingredient glyphosate, in the form of its potassium salt. Equivalent to 540 grams per liter or 4.5 pounds per U.S. gallon of the acid, glyphosate.  
EPA Reg. No. 524-579
- b. Imazapyr**

Active ingredient: **(Imazapyr)**

\*Isopropylamine salt of Imazapyr 2-[4,5-dihydro-4-methyl-4-(1methylethyl)-5oxo-1H-imidazol-2-yl]-3-pyridinecarboxylic acid) 26.7%

Inert ingredients ..... 73.3%

Total ..... 100%

\* Equivalent to 21.8 percent 2-[4,5-dihydro-4-methyl-4-(1methylethyl)-5oxo-1H-imidazolyl]-3-pyridinecarboxylic acid or 2 pounds acid per gallon.  
EPA Reg. No. 241-431

KRS 217B requires that any individual who applies pesticides to Kentucky Highway Right-of-Way areas must be certified as a Pesticide Applicator under Category 6 guidelines. Comply with all current laws and regulations established by the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and by KRS 217B that regulate the handling, use, and application of pesticides.

- E. Property Damage.** The Contractor will be responsible for all damage to public and/or private property resulting from his work.
- F. Coordination with Utility Companies.** NOTICE: Utility locations shown in the plans are approximate and have not been specifically located by the Department. Locate all underground, above ground and overhead utilities prior to beginning construction. The Contractor shall have the responsibility for contacting and maintaining liaison with all utility companies that have utilities located within the project limits. Do not disturb existing overhead or underground utilities. It is not anticipated that any utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Utility Owner while they relocate their facilities. The Contractor shall be responsible for repairing all utility damage that occurs as a result of his operations.



Tree, Stump, & Brush Removal  
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- G. Right-of-Way Limits.** The exact limits of the Right-of-Way have not been established by the Department. The Contractor shall limit his activities to obvious Right-of-Way, permanent or temporary easements, and any work areas secured by consent and release of the adjacent property owners. The Contractor shall be responsible for all encroachments onto private lands.
- H. Clean Up, Disposal of Waste.** Clean up and dispose of all removed debris by the end of each work day, and other waste as per Section 204.03.08. The Department will incur no cost to obtain the disposal sites. The Department will NOT make direct payment for clean up or disposal of waste and debris from the project. See the Special Provision for Waste and Borrow Sites.
- I. Final Dressing, Seeding and Protection.** Apply final dressing, class A to all disturbed areas, both on and off the Right-of-Way. Sow all disturbed earthen areas with the appropriate Seed Mixture as specified in Section 212.03.03.
- J. Erosion Control.** See the Special Note for Erosion Control.

#### IV. METHOD OF MEASUREMENT

- A. Maintain and Control Traffic.** See the Traffic Control Plan.
- B. Site preparation.** Other than the bid items listed, site preparation will NOT be measured for payment, but shall be incidental to the project bid items.
- C. Remove Trees or Stumps.** The Department will measure the quantity as each tree or stump removed. Trees or stumps to be removed under this bid item are those listed on the Plans or in this Proposal, or as directed by the Engineer.
- D. Trim & Remove Trees & Brush.** The Department will measure the quantity by linear foot, per side of the highway. See the Tree Trimming Detail for the horizontal and vertical trimming dimensions. The horizontal width is taken from the edge of pavement measured perpendicular to the roadway but not to extend beyond the obvious Right-of-Way limits, or as directed by the Engineer.
- E. Stump Treatment.** The Department will NOT measure for payment the operation of Stump Treatment. This activity shall be incidental to the bid items "Remove Trees or Stumps" and/or "Trim & Remove Trees & Brush".
- F. Clean Up, Disposal of Waste.** The Department will NOT measure for payment the operations of Clean Up and Disposal of Waste. These activities shall be incidental to the project bid items.

Tree, Stump, & Brush Removal  
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**G. Final Dressing, Seeding and Protection.** The Department will NOT measure for payment the operations of Final Dressing. Seeding and Protection will be measured according to Section 212.

**H. Erosion Control.** See the Special Note for Erosion Control.

**V. BASIS OF PAYMENT**

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

**B. Remove Trees or Stumps.** The Department will make payment for the completed and accepted quantities of each tree or stump removed. The Department will consider payment at the contract unit price as full compensation for furnishing all materials, equipment, labor, other expenses, and all incidentals necessary to complete the work of removing the trees and/or stumps.

**C. Trim & Remove Trees & Brush.** The Department will make payment for the completed and accepted quantities per linear foot. The Department will consider payment at the contract unit price as full compensation for furnishing all materials, equipment, labor, other expenses, and all incidentals necessary to complete the work of trimming and removing the trees and/or brush.

**D. Erosion Control.** See the Special Note for Erosion Control.

## **SPECIAL NOTE FOR EROSION CONTROL**

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### **I. DESCRIPTION**

Perform all erosion and water pollution control work in accordance with any other notes in the Proposal, the Department's Standard and Interim Supplemental Specifications, the Special Provisions and Special Notes, and the Standard and Sepia Drawings, current editions, or as directed by the Engineer. Section references are to the Standard Specifications. This work shall consist of:

(1) Developing and preparing a Best Management Practices Plan (BMP) tailored to suit the specific construction phasing for each site within the project; (2) Preparing the project site for construction, including locating, furnishing, installing, and maintaining temporary and/or permanent erosion and water pollution control measures as required by the BMP prior to beginning any earth disturbing activity on the project site; (3) Clearing and grubbing and removal of all obstructions as required for construction; (4) Removing all erosion control devices when no longer needed; (5) Restoring all disturbed areas as nearly as possible to their original condition; (6) Preparing seedbeds and permanently seeding all disturbed areas; (7) Providing a Kentucky Erosion Prevention and Sediment Control Program (KEPSC) qualified inspector; and (8) Performing any other work to prevent erosion and/or water pollution as specified by this contract, required by the BMP, or as directed by the Engineer.

### **II. MATERIALS**

Furnish materials in accordance with these notes, the Standard Specifications and Interim Supplemental Specifications, applicable Special Provisions and Special Notes, and the Standard and Sepia Drawings, current editions. Provide for all materials to be sampled and tested in accordance with the Department's Sampling Manual. Unless directed otherwise by the Engineer, make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing.

### **III. CONSTRUCTION**

Be advised, these Erosion Control Notes do not constitute a BMP plan for the project. Jointly with the Engineer, prepare a site specific BMP plan for each drainage area within the project in accordance with Section 213. Provide a unique BMP at each project site using good engineering practices taking into account existing site conditions, the type of work to be performed, the construction phasing, methods, and the techniques to be utilized to complete the work. Be responsible for all erosion prevention, sediment control, and water pollution prevention measures required by the BMP for each site. Represent and warrant compliance with the Clean Water Act (33 USC Section 1251 et seq.), the 404 Permit, the 401 Water Quality Certification, and applicable state and local government agency laws, regulations, rules, specifications, and permits. Contrary to Section 105.05, in case of discrepancy between these notes, the Standard Specifications, Interim Supplemental Specifications, Special Provisions and Special Notes, Standard and Sepia Drawings, and such state and local government agency requirements, adhere to the most restrictive requirement.

## Erosion Control

### Page 2 of 3

Conduct operations in such a manner as to minimize the amount of disturbed ground during each phase of the construction and limit the haul roads to the minimum required to perform the work. Preserve existing vegetation not required to be removed by the work or the contract. Seed and/or mulch disturbed areas at the earliest opportunity. Use silt fence, silt traps, temporary ditches, brush barriers, erosion control blankets, sodding, channel lining, and other erosion control measures in a timely manner as required by the BMP and as directed or approved by the Engineer. Prevent sediment laden water from leaving the project, entering an existing drainage structure, or entering a stream.

Provide for erosion control measures to be in place and functioning prior to any earth disturbance within a drainage area. Compute the volume and size of silt control devices necessary to control sediment during each phase of construction. All silt control devices shall be sized to retain a volume of 3,600 cubic feet per disturbed contributing acre. Remove sediment from silt traps before they become a maximum of  $\frac{1}{2}$  full. Maintain silt fence by removing accumulated trappings and/or replacing the geotextile fabric when it becomes clogged, damaged, or deteriorated, or when directed by the Engineer. Properly dispose of all materials trapped by erosion control devices at approved sites off the right of way obtained by the Contractor at no additional cost to the Department. See the Special Provision for Waste and Borrow Sites.

As work progresses, add or remove erosion control measures as required by the BMP, applicable to the Contractor's project phasing, construction methods, and techniques. Update the volume calculations and modify the BMP as necessary throughout the duration of the project. Ensure that an updated BMP is kept on site and available for public inspection throughout the life of the project.

The required volume at each Silt Trap shall be computed based on the Up Gradient Contributing Areas that are disturbed and/or stabilized to the satisfaction of the Engineer. The required volume calculation for each Silt Trap shall be determined by the Contractor and verified by the Engineer. The required volume at each Silt Trap may be reduced by the following amounts:

- Up Gradient Areas not disturbed (acres)
- Up Gradient Areas that have been reclaimed and protected by Erosion Control Blanket or other ground protection material such as Temporary Mulch (acres)
- Up Gradient Areas that have been protected by Silt Fence (acres) – Areas protected by Silt Fence shall be computed at a maximum rate of 100 square feet per linear foot of Silt Fence
- Up Gradient Areas that have been protected by Silt Traps (acres)

The use of Temporary Mulch is encouraged.

Silt Trap Type B shall always be placed at the collection point prior to discharging into a Blue Line Stream or onto an adjacent Property Owner. Where overland flow exists, a Silt Fence or other filter devices may be used.

After all construction is complete, restore all disturbed areas in accordance with Section 212. Completely remove all temporary erosion control devices not required as part of the permanent erosion control from the construction site. Prior to removal, obtain the Engineer's concurrence of items to be removed. Grade the remaining exposed earth (both on and off the Right-of-Way) as nearly

Erosion Control  
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as possible to its original condition, or as directed by the Engineer. Prepare the seed bed areas and sow all exposed earthen areas with the applicable seed mixture(s) according to Section 212.03.03.

**IV. MEASUREMENT**

The Department will measure the various erosion control items according to Section 212.04 and Section 213.04, as applicable.

**V. BASIS OF PAYMENT**

The Department will make payment for the various erosion control items according to Section 212.04 and Section 213.04, as applicable.

## **SPECIAL NOTE FOR SIGNAGE**

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The final advisory speeds and some sign types will have to be determined after the curve superelevation improvements and final surfacing operations have been completed. The Contractor shall notify the Engineer and District Traffic Engineer when all of the superelevation improvements and surfacing operations have been completed. Once notified, the District Traffic Engineer will ball-bank the newly surfaced route to determine the appropriate advisory speeds and work with the Contractor to determine the final Signing Plan. The Engineer and/or District Traffic Engineer will provide the Contractor with the final advisory speeds, any changes to proposed sign types, and the final quantities within three (3) weeks of being notified by the Contractor that final surfacing operations are complete. After the Contractor has received this information from the Engineer and/or the District Traffic Engineer, the Contractor shall then proceed to layout and stake the signing according to the Special Note for Staking, included elsewhere in this proposal.

All sign sheeting shall be from the Cabinet's List of Approved Materials.

The following signs and sign components shall be fabricated using Type IX sheeting:

- White sign legends on panel signs
- STOP (R1-1) signs
- ALL WAY (R1-3P) signs
- YIELD (R1-2) signs
- DO NOT ENTER (R5-1) signs
- WRONG WAY (R5-1a) signs

The following signs and sign components shall be fabricated using Type IX fluorescent yellow sheeting:

- Horizontal Alignment Signs and Plaques, including signs shown in Figure 2C-1 of the MUTCD
- All Advisory Speed (W13-1P) plaques

The following signs shall be fabricated using Type IX fluorescent yellow-green sheeting:

- School and school bus warning signs, including the fluorescent yellow-green signs shown in Figures 7B-1 and 7B-6 of the MUTCD and other school-related warning signs that are not included in the MUTCD.
- Bicycle Warning (W11-1) signs and SHARE THE ROAD (W16-1P) plaques or diagonal downward point arrow (W16-7P) plaques that supplement Bicycle Warning signs.
- In-Street Pedestrian Crossing (R1-6) signs and Overhead pedestrian Crossing (R1-9) signs
- Supplemental plaques to any of the previously listed signs

All other permanent signs shall be fabricated using Type III or Type IV sheeting.

## SPECIAL NOTE FOR SIGNING

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### I. DESCRIPTION

Except as provided herein, this work shall be performed in accordance with the current edition of the Manual on Uniform Traffic Control Devices (MUTCD), the Department's current Standard Specifications and Interim Supplemental Specifications, applicable Standard and Sepia Drawings, and applicable Special Provisions. Article references are to the Standard Specifications. This project shall consist of furnishing all labor, equipment, materials, and incidentals for the following:

(1) Maintaining and Controlling Traffic; (2) Furnish, Fabricate, and Erect Signs; and (3) All other work specified in the Contract.

### II. MATERIALS

All materials shall be sampled and tested in accordance with the Department's Sampling Manual and the materials shall be available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these Notes.

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

**B. Erosion Control.** See Special Note for Erosion Control.

### III. CONSTRUCTION METHODS

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

**B. Site Preparation.** Be responsible for all site preparation including, but not limited to: clearing and grubbing, staking, excavation, backfill, and removal of obstructions or any other material not covered by other items. Perform all site preparation only as approved, or directed, by the Engineer.

**C. Staking.** See Special Note for Staking.

**D. Signs and Posts.** Before beginning installation, the Contractor shall furnish to the Engineer drawings, descriptions, manufacturer's cuts, etc. covering all material to be used. Mill test reports for beams, steel panels, and each different gauge of aluminum or steel sheeting used must be submitted to the Division of Construction and approved prior to erection.

Fabricate sheet signs from .080 or .125 gauge aluminum alloy 5052-H38 or 6061-T6, in accordance with ASTM B-209, and to the size and shape specified. Prepare the side of

## Signing Page 2 of 6

the sheet to be used as the sign face to receive the retroreflective background material according to the recommendations of the sheeting and retroreflective material manufacturer(s). Sheeting used as background material for sign faces is to be the color specified and visually in accordance with the standard requirements of ASTM D-4956, and meet the requirements of Section 830 of the Standard Specifications. Contrary to Section 830.02.06, only the types and colors of sheeting as specified in the proposal will be accepted. All retroreflective material shall be fabricated and assembled in accordance with the specifications and/or recommendations of the manufacturer(s).

All hardware for the erection of sheeting signs shall be rust resistant: stainless steel, zinc coated, aluminum, or an Engineer approved material. All beams and posts shall be of sufficient lengths to extend from the top of the sign to the required embedment in the anchor. Splicing of the sign post shall NOT be allowed. For installations in soil, Type I steel posts shall be mounted on either a standard anchor, with soil stabilizer plate, or on a Type D breakaway sign support. Refer to Sheeting Sign Detail Sheet 1 of 2 for installation details for a standard anchor with soil stabilizer plate. When installing a standard anchor with soil stabilizer plate, if solid rock is encountered, the Contractor shall drill a hole to the required depth into the rock, install the anchor into the hole, and backfill the anchor post with concrete, or other method approved by the Engineer. The cost shall be incidental to Type I steel post, and a soil stabilizer plate will not be required. Refer to Standard Drawing RGX-065, current edition, for installation details of Type D breakaway sign supports. Approved manufacturers for Type D breakaway sign supports have been placed on the list of approved materials. For installations on existing concrete, such as a sidewalk, concrete median, etc., Type I steel posts shall be mounted on a Type D surface mount. For Type D surface mounts there are two permissible alternatives: Kleen Break Model 425 for Surface Mount Concrete Installations by Xcessories Squared of Auburn, IL or Snap n Safe Model S200s for 2" Sign Post by Designovations Inc. of Stilman Valley, IL. Prior to installation, the Contractor shall submit to the Engineer shop drawings of the Type D surface mount(s). Install the Type D surface mount(s) according to all the applicable requirements of the manufacturer (see shop drawings). All steel post shall meet the requirements of Section 832. All hardware including, but not limited to, sign post anchors, soil stabilizer plates, nuts, bolts, washers, fasteners, fittings, and bracing, or any other incidentals necessary to erect the signs shall be furnished by the Contractor and will be incidental to the work.

New concrete bases, posts, support anchors, signs, etc. are to be installed prior to dismantling any existing sign(s). The removal of existing signs, posts, and support anchors is to be performed concurrently with the installation of new signs, posts, and support anchors, under the same lane closure during the same work shift. Completely remove existing sign support anchors or remove them to a minimum depth of six (6) inches below existing ground line and backfill the disturbed area to the existing ground line.



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When listed in the summaries, Reflective Sign Post Panels shall be 2" wide x 60" tall (or 84" tall for urban installations) and shall have three 3/8" holes (one hole in the top 3", one hole near the center, and one hole in the bottom 3") that align with the holes on the Type I steel post. Sheeting for the Reflective Sign Post Panels shall be the same Type and color as the sign installed on the post. Examples include:

- Red, fluorescent yellow, and fluorescent yellow-green (Type IX Sheeting)
- White and yellow (Type III and/or IV Sheeting).

All manufactured sheeting signs shall be free of visual defects including, but not limited to: cracks, tears, ridges, humps, discoloration, etc., and defective signs shall be replaced at no additional cost to the Department.

All sign blanks shall be hole punched by the manufacturer for either horizontal or vertical installation. Attach all aluminum sheeting signs to square post with 3/8" all steel rivets and nylon washers.

Post will be attached to the anchor with 5/16" corner bolts and 5/16" flanged nuts, and all post and anchor cuts shall be treated with a Cold Galvanizing Compound spray.

Sign posts shall be erected vertically by using a bubble level. The tolerance shall be a two (2) degree angle in any direction. For locations where there are more than one sign is mounted beside each other, the posts shall be spaced to provide approximately six inches (6") of spacing between signs.

**E. Property Damage.** The Contractor shall be responsible for all damage to public and/or private property resulting from the Contractor's activities. Repair or replace damaged roadway features in like kind materials and design as directed by the Engineer at no additional cost to the Department. Repair or replace damaged private property in like kind materials and design to the satisfaction of the owner and the Engineer at no additional cost to the Department.

**F. Coordination with Utility Companies.** Locate all underground, above ground, and overhead utilities prior to beginning construction. Be responsible for contacting and maintaining liaison with all utility companies that have utilities located within the project limits. Do not disturb existing overhead or underground utilities. It is not anticipated that any utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Contractor while relocating their facilities. Be responsible for repairing all utility damage that occurs due to the Contractor's operations at no additional cost to the Department. NOTIFY THE ENGINEER AND THE UTILITY OWNER(S) IMMEDIATELY WHEN IT IS DISCOVERED OR ANTICIPATED THAT ANY UTILITY CONFLICT COULD DELAY THE CONTRACTOR'S OPERATIONS. If the total delay exceeds ten working days, an extension of the specified completion date will be negotiated with the Contractor

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Page 4 of 6

for delay to the Contractor's work; however, no extension will be granted for any delay caused by the Contractor's failure to notify the Engineer and/or the utility company as specified above when a conflict is discovered or anticipated as specified.

**G. Caution.** The information in this proposal and shown on the plans and the type of work listed herein are approximate only and are not to be taken as an accurate evaluation of the materials and conditions to be encountered during construction; the bidder must draw their own conclusions. The Department does not give any guarantee as to the accuracy of the data and no claim for money or time extension will be considered if the conditions encountered are not in accordance with the information shown.

**H. Control.** Perform all work under the absolute control of the Department. Obtain the Engineer's approval of all designs required to be furnished by the Contractor prior to incorporation into the work. The Department reserves the right to have other work performed by other contractors and its own forces, and to permit public utility companies and others to do work during the construction within the limits of, or adjacent to, the project. Conduct operations and cooperate with such other parties so that interference with such other work will be reduced to a minimum. The Department will not honor any claims for money or time extension created by the operations of such other parties.

Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to, the project, the Engineer will decide as to the respective rights of the various parties involved in order to assure the completion of the Department's work in general harmony and in a satisfactory manner, and the Engineer's decision shall be final and binding upon the Contractor.

**I. Clean Up, Disposal of Waste.** Clean up the project area as work progresses. Dispose of all removed concrete, debris, and other waste as per Section 204.03.08. The Department will incur no cost to obtain the disposal sites. The Department will NOT make direct payment for disposal of waste and debris from the project. Existing anchors, signs, posts, and any other hardware or material removed from the site are to become the property of the Contractor. See Special Provision for Waste and Borrow Sites.

**J. Final Dressing, Seeding and Protection.** Grade all disturbed areas to blend with the adjacent roadways features and to provide a suitable seed bed. Apply Class A Final Dressing to all disturbed areas, both on and off the Right-of-Way. Sow all disturbed earthen areas with the applicable seed mixture(s) according to Section 212.03.03.

**K. Erosion Control.** See Special Note for Erosion Control.

#### IV. METHOD OF MEASUREMENT

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

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- B. Site Preparation.** Other than the bid items listed, the Department will NOT measure Site Preparation for payment, but shall be incidental to the project bid items.
- C. Signs.** The Department will measure the finished in-place area of signs in Square Feet.
- D. Sign Posts.** The Department will measure the finished in-place length of sign posts in Linear Feet, from the top of the anchor, or top of the sign support, to the top of the sign post. Laps, cutoffs, excess, and waste will NOT be measured for payment.
- E. Type D Breakaway Sign Supports.** The Department will measure Type D sign supports as Each support installed.
- F. Type D Surface Mounts.** The Department will measure Type D Surface Mounts as Each surface mount installed.
- G. Class A Concrete for Signs.** The Department will measure the Class A Concrete used in conjunction with Type D breakaway sign support installations in Cubic Yards. Any concrete that is required as backfill due to hitting rock during a standard installation shall be incidental to the bid item STEEL POST TYPE I, and soil stabilizers will not be required.
- H. Clean Up, Disposal of Waste, Final Dressing, Seeding and Protection.** The Department will NOT measure for payment the following activities: Clean Up, Disposal of Waste, and Final Dressing. These activities shall be incidental. Seeding and Protection shall be measured according to Section 212.
- I. Erosion Control.** See Special Note for Erosion Control.
- J. Remove Sign.** The Department will consider all signs attached to one or more connected posts as a single sign. The Department will measure as Each sign assembly removed and NOT each individual sign removed.
- K. Items Provided by KYTC.** The Department will NOT measure for payment the installation of signs and/or surface mounts provided by KYTC. These activities shall be incidental to the bid item STEEL POST TYPE I.

**V. BASIS OF PAYMENT**

- A. Maintain and Control Traffic.** See Traffic Control Plan.
- B. Signs.** The Department will make payment for the completed and accepted quantities under the bid item SBM ALUM SHEET SIGNS .125 IN or .080 IN. The Department

Signing  
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will consider payment full compensation for all work and incidentals necessary to install the signs, as required by these notes and the details found elsewhere in the proposal, at the locations indicated on the summary sheets, plans, and/or as directed by the Engineer.

- C. Sign Posts.** The Department will make payment for the completed and accepted quantities under the bid item STEEL POST TYPE I. The Department will consider payment full compensation for all work and incidentals necessary to install the sign posts as required by these notes and the details found elsewhere in the proposal.
- D. Type D Breakaway Sign Supports.** The Department will make payment for the completed and accepted quantities under the bid item GMSS TYPE D. The Department will consider payment full compensation for all work and incidentals necessary to install the Type D breakaway sign supports as required by Standard Drawing RGX-065, current edition.
- E. Type D Surface Mounts.** The Department will make payment for the completed and accepted quantities under the bid item GMSS TYPE D Surface Mount. The Department will consider payment full compensation for all work and incidentals necessary to install the Type D surface mounts according to all applicable manufacturer requirements.  
NOTE: There are two permissible Type D Surface Mount alternatives: Kleen Break Model 425 for Surface Mount Concrete Installations by Xcessories Squared of Auburn, IL or Snap n Safe Model S200s for 2" Sign Post by Designovations Inc. of Stilman, Valley, IL.
- F. Class A Concrete for Signs.** The Department will make payment for the completed and accepted quantities, used in conjunction with Type D breakaway sign support installations, under the bid item CLASS A CONCRETE FOR SIGNS. The Department will consider payment full compensation for all work and incidentals necessary to install the concrete as required by Standard Drawing RGX-065, current edition.
- G. Remove Sign.** The Department will make payment for the completed and accepted quantities under the bid item REMOVE SIGN. The Department will consider payment full compensation for all work and incidentals necessary to remove the existing signs, posts, anchors, and any other sign material or hardware, from the locations indicated on the summary sheets, plans, and/or as directed by the Engineer.
- H. Erosion Control.** See Special Note for Erosion Control.

## SPECIAL NOTE FOR STAKING

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

1. Contrary to Section 201, perform items 1-3 usually performed by the Engineer.
2. Using the proposed pavement superelevation rates, runout, and runoff lengths, determine the necessary changes in pavement edge elevation along the curves and the transitions leading into and out of the curve to achieve the proposed superelevation improvements. The intent to provide a consistent superelevation throughout the curves and smooth transitions into and out of the curves. Once the proposed changes in pavement edge elevations are determined and prior to starting paving operations, verify the proposed roadside re-grading along the curve can be constructed so that the new roadside is flush with the new pavement edge elevation and the new toe of slope, or top of cut, will remain within the Right-of-Way and/or not impact a sensitive obstruction. If necessary, and with the approval of the Engineer, reduce the proposed superelevation rate of a curve if the new edge of pavement elevation will cause the new roadside grading to extend beyond the Right-of-Way and/or impact a sensitive obstruction. Alternatively, with the approval of the Engineer and to the extent allowable by the “Ditching & Shouldering and Embankment Benching Details” and/or the Special Note for Ditching & Shouldering, the Contractor may be allowed to make adjustments to the roadside grading so the proposed roadside re-grading will remain within the Right-of-Way and/or not impact a sensitive obstruction. After the final proposed changes in pavement edge elevations are determined and before paving operations begin, submit to the Engineer and obtain approval for the number of asphalt lifts, each asphalt lift’s thickness, and the asphalt mix type of each lift the contractor plans to use to achieve the superelevation improvement. Ensure positive drainage upon completion of the work.
3. Verify the dimensions, type, and quantities of the culvert pipes, entrance pipes, and/or box culverts as listed and detailed in the proposal, and determine flow line elevations and slopes necessary to provide positive drainage. Revise as necessary to accommodate the existing site conditions; to provide proper alignment of the drainage structures with existing and/or proposed ditches, stream channels, swales, and the roadway lines and grades; and to ensure positive drainage upon completion of the work.
4. Using stakes, paint marks on the pavement, mag nails, and/or any other means approved by the Engineer, the Contractor shall mark and/or stake the proposed sign locations in the field. NOTE: The proposed signs are listed in the proposal by approximate location and are NOT to be taken as the exact location for the signs. During staking operations the Contractor shall review the signing layout and existing field conditions and look for potential conflicts, including but not limited to utilities, driveways, visual obstructions, etc. When conflicts are found, adjust the staked location of signs to mitigate conflicts. Because the sign locations in the proposal are approximate and the location of some signs may need to be adjusted due to conflicts, during staking operations the Contractor shall refer to and utilize the information in the Manual on Uniform on Traffic Control Devices

## Staking Page 2 of 2

(MUTCD), current edition. The MUTCD cover items such as: appropriate sign location, advance placement distances, and spacing requirements for signing. The intent is for the proposed signs to be consistent with, and meet the requirements of, the MUTCD. Once the proposed sign locations have been staked, notify and coordinate with the District Traffic Engineer, and perform a review of the staked locations. Adjust the staked locations, as directed by the District Traffic Engineer and obtain approval of the final staked locations. This review will also be used to determine if there are any existing signs that require removal and/or relocation. Provide the District Traffic Engineer with 2 weeks of notice when a route will be ready for a review of the staked locations. NOTE: The District Traffic Engineer may determine that the proposed signing, including sign types and messages, needs to be adjusted and/or modified from what is shown in the proposal. Therefore, the Contractor shall not order any sign material for a route until the route has been staked and final sign location approval has been given by the District Traffic Engineer.

5. Produce and furnish to the Engineer "As Built" information for the superelevation improvements and the drainage improvements. For superelevation improvements, as built information will consist of a record of the final pavement cross slopes every 50 feet, for each lane of travel along the curves and the transitions into and out of the curves. Elevation data of the curve improvements is not necessary; simply the cross slope percentage every 50 feet. For the drainage improvements, as built information will consist of a final record of the actual types, sizes, and locations of the drainage structures (i.e. box inlets, headwalls, junction boxes, etc.), culvert pipes, and/or box culverts constructed. Final elevation data of the drainage improvements is not necessary.
6. Using paint marks on the pavement, and/or any other means approved by the Engineer, the Contractor shall layout and pre-mark the proposed striping, pavement markings, etc. Adjust as necessary to accommodate the existing site conditions and to provide proper alignment of the proposed thru and turning lanes. Obtain approval of the pre-marked layout from the Engineer and/or District Traffic Engineer prior to installing the striping and/or pavement markings.
7. Prior to incorporating into the work, obtain the Engineers approval of all revisions determined by the Contractor.
8. Perform any and all other staking operations required to control and construct the work.

## **SPECIAL NOTES FOR COMPLETION DATES & LIQUIDATED DAMAGES**

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The ultimate fixed completion date for this project will be June 15<sup>th</sup> 2020. Liquidated Damages for failure to complete the project on time will be assessed following Section 108.09.

Trees and/or bushes that are 5 inches or greater (diameter at breast height) shall not be cut or trimmed between June 1<sup>ST</sup> and July 31<sup>ST</sup>. Any trees and/or bushes that are cut or trimmed between June 1<sup>ST</sup> and July 31<sup>ST</sup> will NOT receive payment at the contract unit price. Furthermore, failure to adhere to these restrictions shall result in Liquidated Damages in the amount of **\$310** per affected tree as mitigation to the Imperiled Bat Conservation Fund for the loss of habitat. Activities that are a part of this contract that do not involve the initial trimming and/or cutting of trees and/or bushes will be permitted under the ultimate fixed completion date.

Contrary to Section 108.09, Liquidated Damages will be assessed for the months of December through March.

Contrary to Section 108.09, Liquidated Damages will be assessed regardless of whether seasonal limitations prohibit the Contractor from performing work on the controlling operation.

All liquidated damages will be applied accumulatively.

All other applicable portions of Section 108 apply.

## **SPECIAL PROVISION FOR WASTE AND BORROW SITES**

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

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



## **COORDINATION OF WORK WITH OTHER CONTRACTS**

Be advised, there may be an active project(s) adjacent to or within this project. The Engineer will coordinate the work of the Contractors. See Section 105.06.

1-3193 Coordination Contracts  
01/02/2012

### **SPECIAL NOTE FOR DOUBLE ASPHALT SEAL COAT**

Use RS-2 or RS-2C asphalt material that is compatible with the seal aggregate. Apply the first course of asphalt seal coat at the rate of 3.2 lbs/sy of asphalt and 30 lbs/sy of size #78 seal coat aggregate. Apply the second course at 2.8 lbs/sy of asphalt and 20 lbs/sy of size #9M seal coat aggregate. The Engineer may adjust the rate of application as conditions warrant. Use caution in applying liquid asphalt material to avoid over spray getting on curbs, gutter, barrier walls, bridges, guardrail, and other roadway appurtenances.

The Department will not measure any surface preparation required prior to applying the asphalt seal coat, but shall be incidental to “Asphalt Material for Asphalt Seal Coat”.

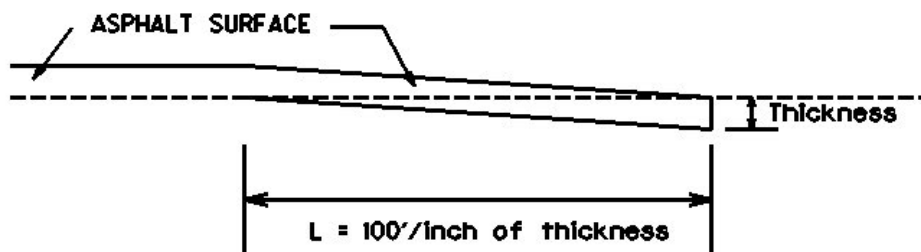
1-3215 Double Asphalt Seal Coat  
01/02/2012

## SPECIAL NOTE FOR EDGE KEY

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Construct Edge Keys at the beginning of project, end of project, at railroad crossings, and at ramps, as applicable. Unless specified in the Contract or directed by the Engineer, do not construct edge keys at intersecting streets, roads, alleys, or entrances. Cut out the existing asphalt surface to the required depth and width shown on the drawing and heel the new surface into the existing surface. The Department will make payment for this work at the Contract unit price per ton for Asphalt Pavement Milling and Texturing, which shall be full compensation for all labor, materials, equipment, and incidentals for removal and disposal of the existing asphalt surface required to construct the edge key.

### EDGE KEY



Thickness = 1.25 Inches

L = 125 LF

L= Length of Edge Key

**SPECIAL NOTE FOR  
ASPHALT MILLING AND TEXTURING**

Begin paving operations within **48 hours** of commencement of the milling operation. Continue paving operations continuously until completed. If paving operations are not begun within this time period, the Department will assess liquidated damages at the rate prescribed by Section 108.09 until such time as paving operations are begun.

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

1-3520 48 hours Contractor keeps millings  
01/2/2012

### **SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS**

Consider the dimensions shown on the typical sections for pavement and shoulder widths and thickness' to be nominal or typical dimensions. The Engineer may direct or approve varying the actual dimensions to be constructed to fit existing conditions. Do not widen existing pavement or shoulders unless specified elsewhere in this proposal or directed by the engineer.

1-3725 Typical Section Dimensions  
01/02/2012

TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

Except as provided herein, traffic shall be maintained in accordance with the current editions of the Manual on Uniform Traffic Control Devices (MUTCD), Standard Specifications, and the Standard and Sepia Drawings. 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 like new condition, at the beginning of the work and maintained in like new condition until completion of the work. Any temporary traffic control items, devices, materials, and incidentals shall remain the property of the contractor unless otherwise addressed, when no longer needed.

PROJECT PHASING & CONSTRUCTION PROCEDURES

For all construction activities, utilize a lane closure, and maintain alternating one way traffic. This will require part-width construction of certain elements. Provide a minimum clear lane width of 10 feet; however, provide for passage of vehicles of up to 16 feet in width. If traffic should be stopped due to construction operations, and a school bus or emergency vehicle on an official run arrives on the scene, make provisions for the passage of the school bus or emergency vehicle as quickly as possible. Asphalt Base used for Superelevation Improvements shall be placed in lifts to ensure pavement drop offs are not excessive, such that 2-lanes of traffic can be maintained overnight. Asphalt Base thicknesses shall be approved by the Engineer.

No lane closures will be allowed on the following dates:

Labor Day Weekend,	Friday, August 30, 2019 – Monday, September 2, 2019
Thanksgiving Holiday,	Thursday, November 28, 2019 – Sunday, December 1, 2019
Christmas Holiday,	Tuesday, December 24, 2019 – Wednesday, December 25, 2019
New Year’s Day Holiday	Tuesday, December 31, 2019 – Wednesday, January 1, 2020
Easter Weekend	Friday, April 10, 2020 – Sunday, April 12, 2020
Memorial Day Weekend,	Friday, May 22, 2020 – Monday, May 25, 2020

At the discretion of the Engineer, additional days and hours may be specified when lane closures will not be allowed.

LANE CLOSURES

Do not leave lane closures in place during non-working hours or prohibited periods, unless otherwise approved by the Engineer. No long term lane closures (more than 3 days) will be allowed; therefore, lane closures will not be measured for payment.

Traffic Control Plan  
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## **TEMPORARY SIGNS**

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

## **CHANGEABLE MESSAGE SIGNS**

If deemed necessary by the Engineer, variable message signs will be installed, operated and maintained by the Department. Specifically, signs indicating the insufficient lane width for oversized loads may be required. The Engineer may vary the designated locations as the work progresses. The Engineer will determine the messages to be displayed.

## **BARRICADES**

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

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

## **PAVEMENT MARKINGS**

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

If the Contractor's operations or phasing requires temporary markings that must subsequently be removed from the final surface course, use an approved removable lane tape; however, the Department will not measure removable lane tape for separate payment, but will measure and pay for removable lane tape as temporary striping.

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## **TEMPORARY ENTRANCES**

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

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

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

## **PAVEMENT EDGE DROP-OFFS**

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

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

Less than 2" - No protection required.

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

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

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



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## **USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS**

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

### **Application**

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

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

### **CMS should not be used for:**

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

## Traffic Control Plan

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### **Messages**

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

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed
- No more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

### **Placement**

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

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

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**Standard Abbreviations**

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

<b><u>Word</u></b>	<b><u>Abbrev</u></b>	<b><u>Example</u></b>
Access	ACCS	ACCIDENT AHEAD/ USE ACCS RD NEXT RIGHT
Alternate	ALT	ACCIDENT AHEAD/ USE ALT RTE NEXT RIGHT
Avenue	AVE	FIFTH AVE CLOSED/ DETOUR NEXT LEFT
Blocked	BLKD	FIFTH AVE BLKD/ MERGE LEFT
Boulevard	BLVD	MAIN BLVD CLOSED/ USE ALT RTE
Bridge	BRDG	SMITH BRDG CLOSED/ USE ALT RTE
Cardinal Directions	N, S, E, W	N I75 CLOSED/ DETOUR EXIT 30
Center	CNTR	CNTR LANE CLOSED/ MERGE LEFT
Commercial	COMM	OVRSZ COMM VEH/ USE I275
Condition	COND	ICY COND POSSIBLE
Congested	CONG	HVY CONG NEXT 3 MI
Construction	CONST	CONST WORK AHEAD/ EXPECT DELAYS
Downtown	DWNTN	DWNTN TRAF USE EX 40
Eastbound	E-BND	E-BND I64 CLOSED/ DETOUR EXIT 20
Emergency	EMER	EMER VEH AHEAD/ PREPARE TO STOP
Entrance, Enter	EX, EXT	DWNTN TRAF USE EX 40
Expressway	EXPWY	WTRSN EXPWY CLOSED/ DETOUR EXIT 10
Freeway	FRWY, FWY	GN SYNDR FWY CLOSED/ DETOUR EXIT 15
Hazardous Materials	HAZMAT	HAZMAT IN ROADWAY/ ALL TRAF EXIT 25
Highway	HWY	ACCIDENT ON AA HWY/ EXPECT DELAYS
Hour	HR	ACCIDENT ON AA HWY/ 2 HR DELAY
Information	INFO	TRAF INFO TUNE TO 1240 AM
Interstate	I	E-BND I64 CLOSED/ DETOUR EXIT 20
Lane	LN	LN CLOSED MERGE LEFT
Left	LFT	LANE CLOSED MERGE LFT
Local	LOC	LOC TRAF USE ALT RTE
Maintenance	MAINT	MAINT WRK ON BRDG/ SLOW
Major	MAJ	MAJ DELAYS I75/ USE ALT RTE
Mile	MI	ACCIDENT 3 MI AHEAD/ USE ALT RTE
Minor	MNR	ACCIDENT 3 MI MNR DELAY
Minutes	MIN	ACCIDENT 3 MI/ 30 MIN DELAY
Northbound	N-BND	N-BND I75 CLOSED/ DETOUR EXIT 50
Oversized	OVRSZ	OVRSZ COMM VEH/ USE I275 NEXT RIGHT
Parking	PKING	EVENT PKING NEXT RGT
Parkway	PKWY	CUM PKWAY TRAF/ DETOUR EXIT 60
Prepare	PREP	ACCIDENT 3 MI/ PREP TO STOP
Right	RGT	EVENT PKING NEXT RGT
Road	RD	HAZMAT IN RD/ ALL TRAF EXIT 25
Roadwork	RDWK	RDWK NEXT 4 MI/ POSSIBLE DELAYS
Route	RTE	MAJ DELAYS I75/ USE ALT RTE
Shoulder	SHLDR	SHLDR CLOSED NEXT 5 MI
Slippery	SLIP	SLIP COND POSSIBLE/ SLOW SPD
Southbound	S-BND	S-BND I75 CLOSED/ DETOUR EXIT 50
Speed	SPD	SLIP COND POSSIBLE/ SLOW SPD

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## **Standard Abbreviations** (cont)

<b><u>Word</u></b>	<b><u>Abbrev</u></b>	<b><u>Example</u></b>
Street	ST	MAIN ST CLOSED/ USE ALT RTE
Traffic	TRAF	CUM PKWAY TRAF/ DETOUR EXIT 60
Vehicle	VEH	OVRSZ COMM VEH/ USE I275 NEXT RIGHT
Westbound	W-BND	W-BND I64 CLOSED/ DETOUR EXIT 50
Work	WRK	CONST WRK 2MI/ POSSIBLE DELAYS

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

<b><u>Abbrev</u></b>	<b><u>Intended Word</u></b>	<b><u>Word Erroneously Given</u></b>
ACC	Accident	Access (Road)
CLRS	Clears	Colors
DLY	Delay	Daily
FDR	Feeder	Federal
L	Left	Lane (merge)
LOC	Local	Location
LT	Light (traffic)	Left
PARK	Parking	Park
POLL	Pollution (index)	Poll
RED	Reduce	Red
STAD	Stadium	Standard
TEMP	Temporary	Temperature
WRNG	Warning	Wrong

## **Typical Messages**

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

<b><u>Reason/Problem</u></b>	<b><u>Action</u></b>
ACCIDENT	ALL TRAFFIC EXIT RT
ACCIDENT/XX MILES	AVOID DELAY USE XX
XX ROAD CLOSED	CONSIDER ALT ROUTE
XX EXIT CLOSED	DETOUR
BRIDGE CLOSED	DETOUR XX MILES
BRIDGE/(SLIPPERY, ICE, ETC.)	DO NOT PASS
CENTER/LANE/CLOSED	EXPECT DELAYS
DELAY(S), MAJOR/DELAYS	FOLLOW ALT ROUTE
DEBRIS AHEAD	KEEP LEFT
DENSE FOG	KEEP RIGHT
DISABLED/VEHICLE	MERGE XX MILES
EMER/VEHICLES/ONLY	MERGE LEFT
EVENT PARKING	MERGE RIGHT
EXIT XX CLOSED	ONE-WAY TRAFFIC
FLAGGER XX MILES	PASS TO LEFT
FOG XX MILES	PASS TO RIGHT

Traffic Control Plan  
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Typical Messages (cont)

<u>Reason/Problem</u>	<u>Action</u>
FREEWAY CLOSED	PREPARE TO STOP
FRESH OIL	REDUCE SPEED
HAZMAT SPILL	SLOW
ICE	SLOW DOWN
INCIDENT AHEAD	STAY IN LANE
LANES (NARROW, SHIFT, MERGE, ETC.)	STOP AHEAD
LEFT LANE CLOSED	STOP XX MILES
LEFT LANE NARROWS	TUNE RADIO 1610 AM
LEFT 2 LANES CLOSED	USE NN ROAD
LEFT SHOULDER CLOSED	USE CENTER LANE
LOOSE GRAVEL	USE DETOUR ROUTE
MEDIAN WORK XX MILES	USE LEFT TURN LANE
MOVING WORK ZONE, WORKERS IN ROADWAY	USE NEXT EXIT
NEXT EXIT CLOSED	USE RIGHT LANE
NO OVERSIZED LOADS	WATCH FOR FLAGGER
NO PASSING	
NO SHOULDER	
ONE LANE BRIDGE	
PEOPLE CROSSING	
RAMP CLOSED	
RAMP (SLIPPERY, ICE, ETC.)	
RIGHT LANE CLOSED	
RIGHT LANE NARROWS	
RIGHT SHOULDER CLOSED	
ROAD CLOSED	
ROAD CLOSED XX MILES	
ROAD (SLIPPERY, ICE, ETC.)	
ROAD WORK	
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)	
ROAD WORK XX MILES	
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)	
NEW SIGNAL XX MILES	
SLOW 1 (OR 2) - WAY TRAFFIC	
SOFT SHOULDER	
STALLED VEHICLES AHEAD	
TRAFFIC BACKUP	
TRAFFIC SLOWS	
TRUCK CROSSING	
TRUCKS ENTERING	
TOW TRUCK AHEAD	
UNEVEN LANES	
WATER ON ROAD	
WET PAINT	
WORK ZONE XX MILES	
WORKERS AHEAD	




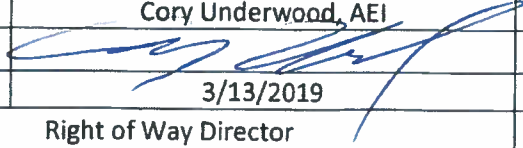

EXISTING  
FILL SLOPE or  
DITCH FORESLOPE

EXISTING  
FILL SLOPE or  
DITCH FORESLOPE

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

## DURABLE PAVEMENT EDGE DETAILS

	<b>KENTUCKY TRANSPORTATION CABINET</b> Department of Highways <b>DIVISION OF RIGHT OF WAY &amp; UTILITIES</b> <b>RIGHT OF WAY CERTIFICATION</b>	TC 62-226 Rev. 01/2016 Page 1 of 1
-----------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------

<input checked="" type="checkbox"/>	<b>Original</b>	<input type="checkbox"/>	<b>Re-Certification</b>	<b>RIGHT OF WAY CERTIFICATION</b>	
<b>ITEM #</b>		<b>COUNTY</b>		<b>PROJECT # (STATE)</b>	<b>PROJECT # (FEDERAL)</b>
08-9003.00 08-934.00		Pulaski		HSIP 5148-004 HSIP 5148-005	FD52 100 0790 000-006 FD52 100 0790 004-005
<b>PROJECT DESCRIPTION</b>					
KY 790 High Safety Improvement Program - Improve vertical and horizontal curvers, add shoulders, widen roadway, spot improvements					
<input type="checkbox"/> <b>No Additional Right of Way Required</b> Construction will be within the limits of the existing right of way. The right of way was acquired in accordance to FHWA regulations under the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended. No additional right of way or relocation assistance were required for this project.					
<input checked="" type="checkbox"/> <b>Condition # 1 (Additional Right of Way Required and Cleared)</b> All necessary right of way, including control of access rights when applicable, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way, but all occupants have vacated the lands and improvements, and KYTC has physical possession and the rights to remove, salvage, or demolish all improvements and enter on all land. Just Compensation has been paid or deposited with the court. All relocations have been relocated to decent, safe, and sanitary housing or that KYTC has made available to displaced persons adequate replacement housing in accordance with the provisions of the current FHWA directive.					
<input type="checkbox"/> <b>Condition # 2 (Additional Right of Way Required with Exception)</b> The right of way has not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Some parcels may be pending in court and on other parcels full legal possession has not been obtained, but right of entry has been obtained, the occupants of all lands and improvements have vacated, and KYTC has physical possession and right to remove, salvage, or demolish all improvements. Just Compensation has been paid or deposited with the court for most parcels. Just Compensation for all pending parcels will be paid or deposited with the court prior to AWARD of construction contract					
<input type="checkbox"/> <b>Condition # 3 (Additional Right of Way Required with Exception)</b> The acquisition or right of occupancy and use of a few remaining parcels are not complete and/or some parcels still have occupants. All remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. KYTC is hereby requesting authorization to advertise this project for bids and to proceed with bid letting even though the necessary right of way will not be fully acquired, and/or some occupants will not be relocated, and/or the just compensation will not be paid or deposited with the court for some parcels until after bid letting. KYTC will fully meet all the requirements outlined in 23 CFR 635.309(c)(3) and 49 CFR 24.102(j) and will expedite completion of all acquisitions, relocations, and full payments after bid letting and prior to AWARD of the construction contract or force account construction.					
Total Number of Parcels on Project		14		EXCEPTION (S) Parcel #	
Number of Parcels That Have Been Acquired				ANTICIPATED DATE OF POSSESSION WITH EXPLANATION	
Signed Deed		14			
Condemnation					
Signed ROE					
<b>Notes/ Comments (Use Additional Sheet if necessary)</b>					
<b>LPA RW Project Manager</b>			<b>Right of Way Supervisor</b>		
Printed Name	Cory Underwood, AEI		Printed Name	Charles Hale, KYTC District 8	
Signature			Signature		
Date	3/13/2019		Date	2019.03.13 15:19:39 -04'00'	
<b>Right of Way Director</b>			<b>FHWA</b>		
Printed Name	Digitally signed by DM Loy		Printed Name	No Signature Required	
Signature	DM Loy		Signature	as per FHWA-KYTC	
Date	Date: 2019.03.14 06:46:39 -04'00'		Date	Current Stewardship Agreement	

## UTILITIES AND RAIL CERTIFICATION NOTE

**Pulaski County - HSIP 5148 (005)**  
**FD52 100 0790 000-006**  
**Safety Improvements along KY 790 from MP 0.000-5.551**  
**Item No. 8-9003.00**

### GENERAL PROJECT NOTE ON UTILITY PROTECTION

*Any work pertaining to these utility facilities is defined in the bid package and is to be carried out as instructed by the Kentucky Transportation Cabinet. The contractor will be responsible for any coordination or adjustments that are discussed or quantified in the proposal.*

### NOTE: DO NOT DISTURB THE FOLLOWING UTILITIES LOCATED WITHIN THE PROJECT DISTURB LIMITS

**Bronston Water Association** has water mains along some segments along KY 790. **These facilities are to remain in place and are not to be disturbed.**

**South KY RECC** has utility poles along some segments along KY 790. **These facilities are to remain in place and are not to be disturbed.**

**Windstream** has utility poles along some segments along KY 790. **These facilities are to remain in place and are not to be disturbed.**

**Time Warner Spectrum** has utility poles along some segments along KY 790. **These facilities are to remain in place and are not to be disturbed.**

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

### THE FOLLOWING COMPANIES ARE RELOCATING/ADJUSTING THEIR UTILITIES WITHIN THE PROJECT LIMITS AND WILL BE COMPLETE PRIOR TO CONSTRUCTION

**South KY RECC** – Relocation of electric existing electric facilities, including five power poles and associated items. Relocation activities to be completed by March 17, 2019.

### THE FOLLOWING COMPANIES HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE COMPANY OR THE COMPANY'S SUBCONTRACTOR AND IS TO BE COORDINATED WITH THE ROAD CONTRACT

**Bronston Water Association** – Relocation of existing 3-inch, 6-inch and 8-inch water facilities and associated items within the construction limits of the roadway contract. Relocation activities to be completed by June 28, 2019.

The Department will consider submission of a bid as the Contractor's agreement to not make any claims for additional compensation due to delays or other conditions created by the operations of Bronston Water Association. Working days will not be charged for those days on which work on (Utility Company(s) Name) facilities is delayed, as provided in the current edition of the KY Standard Specifications for Road and Bridge Construction. Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to the project, the KYTC Resident Engineer will decide as to the respective rights of the



**Pulaski County - HSIP 5148 (005)**  
**FD52 100 0790 000-006**  
**Safety Improvements along KY 790 from MP 0.000-5.551**  
**Item No. 8-9003.00**

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

**THE FOLLOWING RAIL COMPANIES HAVE FACILITIES IN CONJUNCTION WITH THIS PROJECT AS NOTED**

- ☒ **No Rail Involved**      ☐ **Minimal Rail Involved (See Below)**      ☐ **Rail Involved (See Below)**

## UTILITIES AND RAIL CERTIFICATION NOTE

**Pulaski County - HSIP 5148 (005)**  
**FD52 100 0790 000-006**  
**Safety Improvements along KY 790 from MP 0.000-5.551**  
**Item No. 8-9003.00**

### **UNDERGROUND FACILITY DAMAGE PROTECTION – BEFORE YOU DIG**

The contractor shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor's responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. The contractor is instructed to contact KY 811 for the location of existing underground utilities. Contact shall be made a minimum of two (2) and no more than ten (10) business days prior to excavation.

The contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY 811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom are to be contacted through their individual Protection Notification Center. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area. Non-compliance with these directives can result in the enforcement of penalties.

### **SPECIAL CAUTION NOTE – PROTECTION OF UTILITIES**

The contractor will be responsible for contacting all utility facility owners on the subject project to coordinate his activities. The contractor will coordinate his activities to minimize and, where possible, avoid conflicts with utility facilities. Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities beyond minor facility adjustments. Where conflicts with utility facilities are unavoidable, the contractor will coordinate any necessary relocation work with the facility owner and Resident Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs.

The utility facilities as noted in the previous section(s) have been determined using data garnered by varied means and with varying degrees of accuracy: from the facility owners, a result of S.U.E., field inspections, and/or reviews of record drawings. The facilities defined may not be inclusive of all utilities in the project scope and are not Level A quality, unless specified as such. It is the contractor's responsibility to verify all utilities and their respective locations before excavating.

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

**Pulaski County - HSIP 5148 (005)**  
**FD52 100 0790 000-006**  
**Safety Improvements along KY 790 from MP 0.000-5.551**  
**Item No. 8-9003.00**

<u>Utility Company/Agency</u>	<u>Contact Name</u>	<u>Contact Information</u>
1. Bronston Water Association 2013 KY-90 Bronston, KY 42518	J.C. New or Jesse Canada	606-561-5209
2. South KY RECC 200 Electric Eve. Somerset, KY 42501	Bruce Parkey	606-678-4121
3. Windstream 305 N. Main St. Somerset, KY 42501	Richard Sadler	606-679-4584
4. Time Warner Spectrum 5026 US-27 Somerset, KY 42501	Michael Brubbs or Darrell Nave	800-892-2253 606-687-3860

***NOTE: The Utilities Contact List is provided as informational only, and may not be a complete list of all Utility Companies with facilities in the project area.***

# *N O T I C E*

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**DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS  
(NATIONWIDE PERMIT & GENERAL WQC AUTHORIZATION)**

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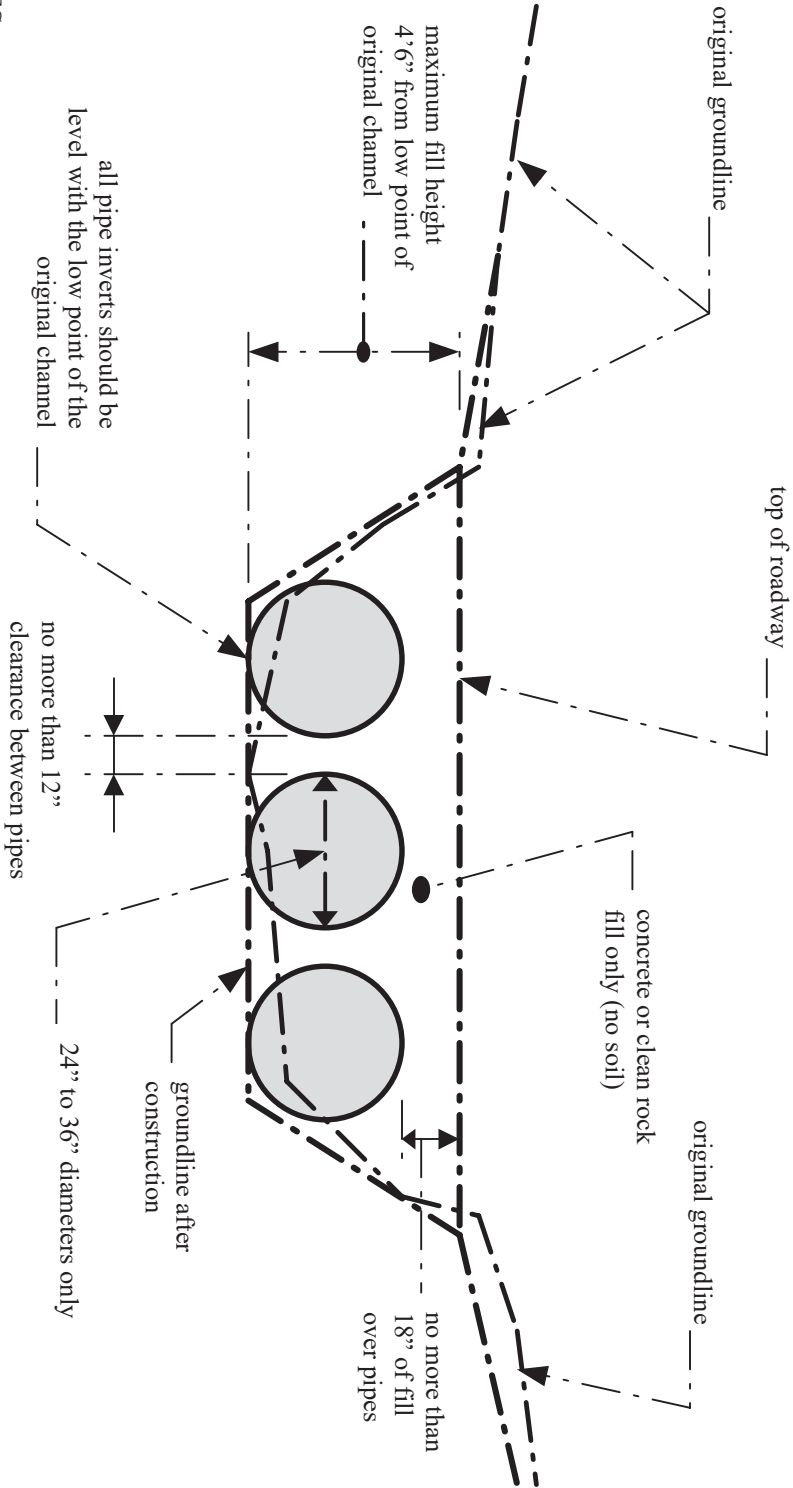
**PROJECT:** Pulaski County, KY Item No. 8-9003.00  
Low cost Safety Improvements

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The Section 404 & 401 activities for this project have been previously permitted under the authority of the Department of the Army Nationwide Permit No. 14 “Linear Transportation Projects” & Division of Water General Water Quality Certification. In order for these authorizations to be valid, the attached conditions must be followed. The contractor shall post a copy of this Nationwide Permit & General WQC in a conspicuous location at the project site for the duration of construction and comply with the general conditions as required.

To more readily expedite construction, the contractor may elect to alter the design or perform the work in a manner different from what was originally proposed and specified. Prior to commencing such alternative work, the contractor shall obtain **written** permission from the Division of Construction and the Corps of Engineers. A copy of any request to the Corps of Engineers to alter this proposal and subsequent responses shall be forwarded to the Division of Environmental Analysis, DA Permit Coordinator, for office records and for informational purposes.

ATTACHMENT 1



NOTES:

1. This is a conceptual drawing. The number and size of pipes and other details will vary depending on specific site conditions.
2. The pipes and backfill must be contained within the stream channel as shown above. During the construction of the approaches and access roadway across the floodplain, unstable and unconsolidated materials unsuitable for roadways may be excavated and replaced with riprap, crushed stone, or other stable road construction materials. This may only be done, however, with the following provisions: (1) the disposal of excess, unconsolidated materials thus excavated must be outside of the floodplain and (2) the finished surface of the completed road may be no more than three inches (3") above the pre-construction surface of the floodplain at any point beyond the top of banks.

LOW-WATER CROSSING

STANDARD DRAWING  
Not to Scale



MATTHEW G. BEVIN  
GOVERNOR

CHARLES G. SNAVELY  
SECRETARY

**ENERGY AND ENVIRONMENT CABINET  
DEPARTMENT FOR ENVIRONMENTAL PROTECTION**

R. BRUCE SCOTT  
COMMISSIONER

300 SOWER BOULEVARD  
FRANKFORT, KENTUCKY 40601

**General Certification--Nationwide Permit # 14  
Linear Transportation Projects**

This General Certification is issued March 19, 2017, in conformity with the requirements of Section 401 of the Clean Water Act of 1977, as amended (33 U.S.C. §1341), as well as Kentucky Statute KRS 224.16-050.

For this and all nationwide permits, the definition of surface water is as per 401 KAR 10:001 Chapter 10, Section 1(80): Surface Waters means those waters having well-defined banks and beds, either constantly or intermittently flowing; lakes and impounded waters; marshes and wetlands; and any subterranean waters flowing in well-defined channels and having a demonstrable hydrologic connection with the surface. Lagoons used for waste treatment and effluent ditches that are situated on property owned, leased, or under valid easement by a permitted discharger are not considered to be surface waters of the commonwealth.

Agricultural operations, as defined by KRS 224.71-100(1) conducting activities pursuant to KRS 224.71-100 (3), (4), (5), (6), or 10 are deemed to have certification if they are implementing an Agriculture Water Quality Plan pursuant to KRS 224.71-145.

For all other operations, the Commonwealth of Kentucky hereby certifies under Section 401 of the Clean Water Act (CWA) that it has reasonable assurances that applicable water quality standards under Kentucky Administrative Regulations Title 401, Chapter 10, established pursuant to Sections 301, 302, 304, 306 and 307 of the CWA, will not be violated for the activity covered under NATIONWIDE PERMIT 14, namely Linear Transportation Projects, provided that the following conditions are met:

1. The activity will not occur within surface waters of the Commonwealth identified by the Kentucky Division of Water as Outstanding State or National Resource Water, Cold Water Aquatic Habitat, or Exceptional Waters.
2. The activity will not occur within surface waters of the Commonwealth identified as perpetually-protected (e.g. deed restriction, conservation easement) mitigation sites.
3. The activity will impact less than 1/2 acre of wetland/marsh.

**General Certification--Nationwide Permit # 14**  
**Linear Transportation Projects**  
**Page 2**

4. The activity will impact less than 300 linear feet of surface waters of the Commonwealth. Stream realignment greater than 100 feet and in-stream stormwater detention/retention basins are not covered under this general water quality certification.
5. For complete linear transportation projects, all impacts shall not exceed a cumulative length of 500 linear feet within each Hydrologic Unit Code (HUC) 14.
6. Any crossings must be constructed in a manner that does not impede natural water flow.
7. Stream impacts covered under this General Water Quality Certification and undertaken by those persons defined as an agricultural operation under the Agricultural Water Quality Act must be completed in compliance with the Kentucky Agricultural Water Quality Plan (KWQP).
8. The Kentucky Division of Water may require submission of a formal application for an individual certification for any project if the project has been determined to likely have a significant adverse effect upon water quality or degrade the waters of the Commonwealth so that existing uses of the water body or downstream waters are precluded.
9. Activities that do not meet the conditions of this General Water Quality Certification require an Individual Section 401 Water Quality Certification.
10. Activities qualifying for coverage under this General Water Quality Certification are subject to the following conditions:
  - Projects requiring in-stream stormwater detention/retention basins shall require individual water quality certifications.
  - Erosion and sedimentation pollution control plans and Best Management Practices must be designed, installed, and maintained in effective operating condition at all times during construction activities so that violations of state water quality standards do not occur (401 KAR 10:031 Section 2 and KRS 224.70-100).
  - Sediment and erosion control measures, such as check-dams constructed of any material, silt fencing, hay bales, etc., shall not be placed within surface waters of the Commonwealth, either temporarily or permanently, without prior approval by the Kentucky Division of Water's Water Quality Certification Section. If placement of sediment and erosion control measures in surface waters is unavoidable, design and placement of temporary erosion control measures shall not be conducted in such a manner that may result in instability of streams that are adjacent to,

**General Certification--Nationwide Permit # 14**  
**Linear Transportation Projects**  
**Page 3**

upstream, or downstream of the structures. All sediment and erosion control devices shall be removed and the natural grade restored within the completion timeline of the activities.

- Measures shall be taken to prevent or control spills of fuels, lubricants, or other toxic materials used in construction from entering the watercourse.
- Removal of riparian vegetation in the utility line right-of-way shall be limited to that necessary for equipment access.
- To the maximum extent practicable, all in-stream work under this certification shall be performed under low-flow conditions.
- Heavy equipment, e.g. bulldozers, backhoes, draglines, etc., if required for this project, should not be used or operated within the stream channel. In those instances in which such in-stream work is unavoidable, then it shall be performed in such a manner and duration as to minimize turbidity and disturbance to substrates and bank or riparian vegetation.
- Any fill shall be of such composition that it will not adversely affect the biological, chemical, or physical properties of the receiving waters and/or cause violations of water quality standards. If rip-rap is utilized, it should be of such weight and size that bank stress or slump conditions will not be created because of its placement.
- If there are water supply intakes located downstream that may be affected by increased turbidity and suspended solids, the permittee shall notify the operator when such work will be done.
- Should evidence of stream pollution or jurisdictional wetland impairment and/or violations of water quality standards occur as a result of this activity (either from a spill or other forms of water pollution), the KDOW shall be notified immediately by calling (800) 928-2380.

Non-compliance with the conditions of this general certification or violation of Kentucky state water quality standards may result in civil penalties.



Terms for Nationwide Permit No. 14  
Linear Transportation Projects

Activities required for crossings of waters of the United States associated with the construction, expansion, modification, or improvement of linear transportation projects (e.g., roads, highways, railways, trails, airport runways, and taxiways) in waters of the United States. For linear transportation projects in non-tidal waters, the discharge cannot cause the loss of greater than 1/2-acre of waters of the United States. For linear transportation projects in tidal waters, the discharge cannot cause the loss of greater than 1/3-acre of waters of the United States. Any stream channel modification, including bank stabilization, is limited to the minimum necessary to construct or protect the linear transportation project; such modifications must be in the immediate vicinity of the project.

This NWP also authorizes temporary structures, fills, and work, including the use of temporary mats, necessary to construct the linear transportation project. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

This NWP cannot be used to authorize non-linear features commonly associated with transportation projects, such as vehicle maintenance or storage buildings, parking lots, train stations, or aircraft hangars.

Notification: The permittee must submit a pre-construction notification to the district engineer prior to commencing the activity if: (1) the loss of waters of the United States exceeds 1/10-acre; or (2) there is a discharge in a special aquatic site, including wetlands. (See general condition 32.) (Authorities: Sections 10 and 404)

Note 1: For linear transportation projects crossing a single waterbody more than one time at separate and distant locations, or multiple waterbodies at separate and distant locations, each crossing is considered a single and complete project for purposes of NWP authorization. Linear transportation projects must comply with 33 CFR 330.6(d).

Note 2: Some discharges for the construction of farm roads or forest roads, or temporary roads for moving mining equipment, may qualify for an exemption under section 404(f) of the Clean Water Act (see 33 CFR 323.4).

Note 3: For NWP 14 activities that require pre-construction notification, the PCN must include any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings that require Department of the Army authorization but do not require pre-construction notification (see paragraph (b) of general condition 32). The district engineer will evaluate the PCN in accordance with Section D, "District Engineer's Decision." The district engineer may require mitigation to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see general condition 23).



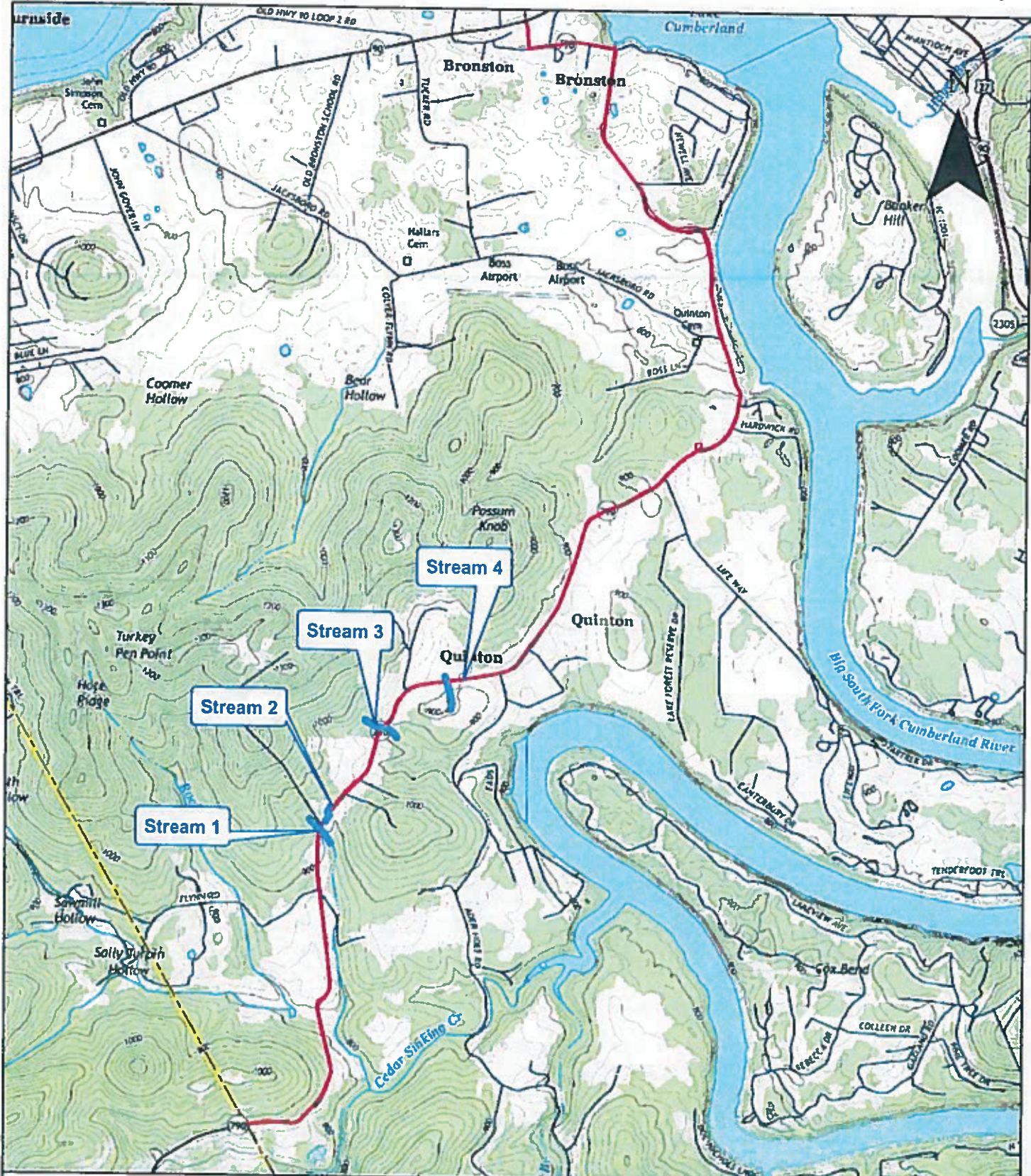
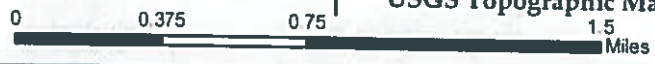


Exhibit 4 - Streams

-  Streams
-  Project Centerline



KY 790 HSIP Project  
in Pulaski Co.  
KYTC Item No. 8-9003 & 8-934  
Build Alternative on  
USGS Topographic Mapping







## Absentee Shawnee Tribe of Oklahoma

Cultural/Tribal Historic Preservation Department

2025 S. Gordon Cooper Dr.

Shawnee, Oklahoma 74801

Phone: (405) 275-4030 ext 6340

9/17/17

RE: Invitation to Consult on Transportation Impacts to an American Indian Site  
Phase I Archaeological Investigations  
Proposed Expansion and Relocation of KY 2432  
Clay County, Kentucky  
KYTC Item Number 11-8001

To Whom It May Concern:

This response is regarding the request from your office for a review of the project listed above. We have reviewed the information provided in your letter of September 13, 2017. We find after review of this information that we concur with your findings of no adverse affects.

We remain interested in further communications regarding this project due to the location. The Shawnee people have a documented historical presence in Kentucky. While there are no documented village sites within the project site or within a close proximity outside the project site, there still remains the potential of finding unknown sites in and surrounding the project location.

It is further advised that if the area of potential effect changes or in the event of an inadvertent discovery of human remains or other cultural resources that we receive notification within 48 hours. As well, any advertent discovery of human remains or other cultural resources should remain in situ until consultation with interested tribes and agencies is undertaken.

Thank you for your time and patience in communications regarding section 106 and NAGPRA issues. We appreciate your continued efforts in such matters. Please do not hesitate to contact me at the information below if you have any questions or concerns.

Best Regards,

**Erin Thompson**  
Tribal Historic Preservation Officer  
Absentee Shawnee Tribe of Oklahoma  
2025 Gordon Cooper Drive  
Shawnee, OK 74801  
(P) 405.275.4030 Ext. 6340  
[ethompson@astribe.com](mailto:ethompson@astribe.com)



U.S. Department  
of Transportation  
Federal Highway  
Administration

Kentucky Division

November 1, 2017

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
FAX (502) 223 6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

Mr. David Waldner  
Director of Division of Environmental Analysis  
Kentucky Transportation Cabinet  
200 Metro Street, Room 613  
Frankfort, KY 40601

Subject: Tribal Closeout  
Proposed Expansion and Relocation of KY 2432  
Clay County, KY  
KYTC Item No. 11-8001

Dear Mr. Waldner:

The Kentucky Division Office, of the Federal Highway Administration (FHWA) is pleased to notify the Kentucky Transportation Cabinet (KYTC) that the Tribal Consultation period has ended for the proposed project.

We received a response from the Absentee Shawnee Tribe of Oklahoma. Enclosed is the response received and it should be incorporated into the project as comments.

In accordance with Section 106 of the National Historic Preservation Act and our agreement between FHWA and the federally recognized Tribes of Kentucky, this completes the tribal coordination for this project. If you have any questions or concerns please feel free to contact Eric Rothermel, Environmental Protection Specialist, at 502-223-6742 or at [Eric.Rothermel@dot.gov](mailto:Eric.Rothermel@dot.gov).

Sincerely,

Eric Rothermel  
Environmental Protection Specialist  
FHWA- KY Division Office

Enclosures

KYTC Item No: 8-9003

County: Pulaski

Route: KY 790

## KYTC Archaeological Investigation Form

**Project Description:** PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 790 FROM WAYNE-PULASKI COUNTY LINE (MP 0.000) TO KY 90 (MP 5.551) IN PULASKI COUNTY, KY. SMALL AMOUNTS OF NEW ROW WILL BE NEEDED TO IMPROVE SUPER ELEVATION, SIGHT DISTANCE, RE-GRADE DITCH AND ADD ENTRANCE PIPE TO UTILITY TRAILER LOCATION ON KY 790 FROM JUST N OF JACKSBORO RD (MP 4.1) TO WOODLAND GROVE DR. (MP 4.6).

USGS Quad Name: Burnside

USGS Date: 1982

Coordinates (Project center point) -84.615215 36.976673 Decimal Degrees

**Project Type listed in Attachment 1 (in Section 106 Programmatic Agreement)?**

☐ Yes (list project activity types) \_\_\_\_\_

☒ No (Continue)

**Project Type listed in Attachment 2 (in Section 106 Handbook)?**

☒ Yes (list project activity types) \_\_\_\_\_

**Are all new or existing ROW areas previously disturbed?**

☐ Yes (Describe disturbance or basis for conclusion. Attach photos or maps):

☒ No (Continue)

KYTC Item No: 8-9003

County: Pulaski

Route: KY 790

**Sections below to be completed by KYTC Archaeologist**

OSA Registration No: on-line database check

**Are there Known Archaeological Resources affected by the project (per OSA database)?**

☐ Yes

☒ No

**Are there Known Archaeological Resources affected by the project (per field visit)**

☐ Yes

☒ No

**Field Investigation Methods**

☒ Pedestrian Survey

☒ Shovel Testing

☒ Other (Describe):

☒ Acres Surveyed:

Approx. 30 acres

**Date of Field Investigation:** 10/5/17 **Hours expended in field investigation:** 2

**Investigator Name(s):** Carl Shields (accompanied by Daniel Burgin DEA EPM)

**Discuss Field Conditions (Land Use, Ground Cover, Survey Limitations):**

Majority of the project is within the existing ROW, which has been disturbed. Some areas of new ROW are in dense underbrush, but have little to no topsoil. Bedrock is exposed. In other areas with better visibility, gravelly orange clayey subsoil is exposed, showing only a thin veneer of topsoil. Steep slopes were also present on hills and some sinkholes. In some areas, buried utilities (water and gas) were present. Minimal areas of level, undisturbed land were present. Shovel probes indicated very shallow soils on top of orange clay subsoil. No artifacts were recovered. The adjacent Beaty/Neville Cemetery will not be impacted by this project. On-site discussions with a cemetery caretaker reassured us that no human remains would have been eroding out of the hillside and into the current ROW

**Eligibility**

☒ No Resources Identified (per OSA database or field visit)

KYTC Item No: 8-9003  
Route: KY 790

County: Pulaski

**No Historic Properties Affected**

**As Determined By:**

  
KYTC Archaeologist

10/16/2017  
Date

  
SHPO Representative

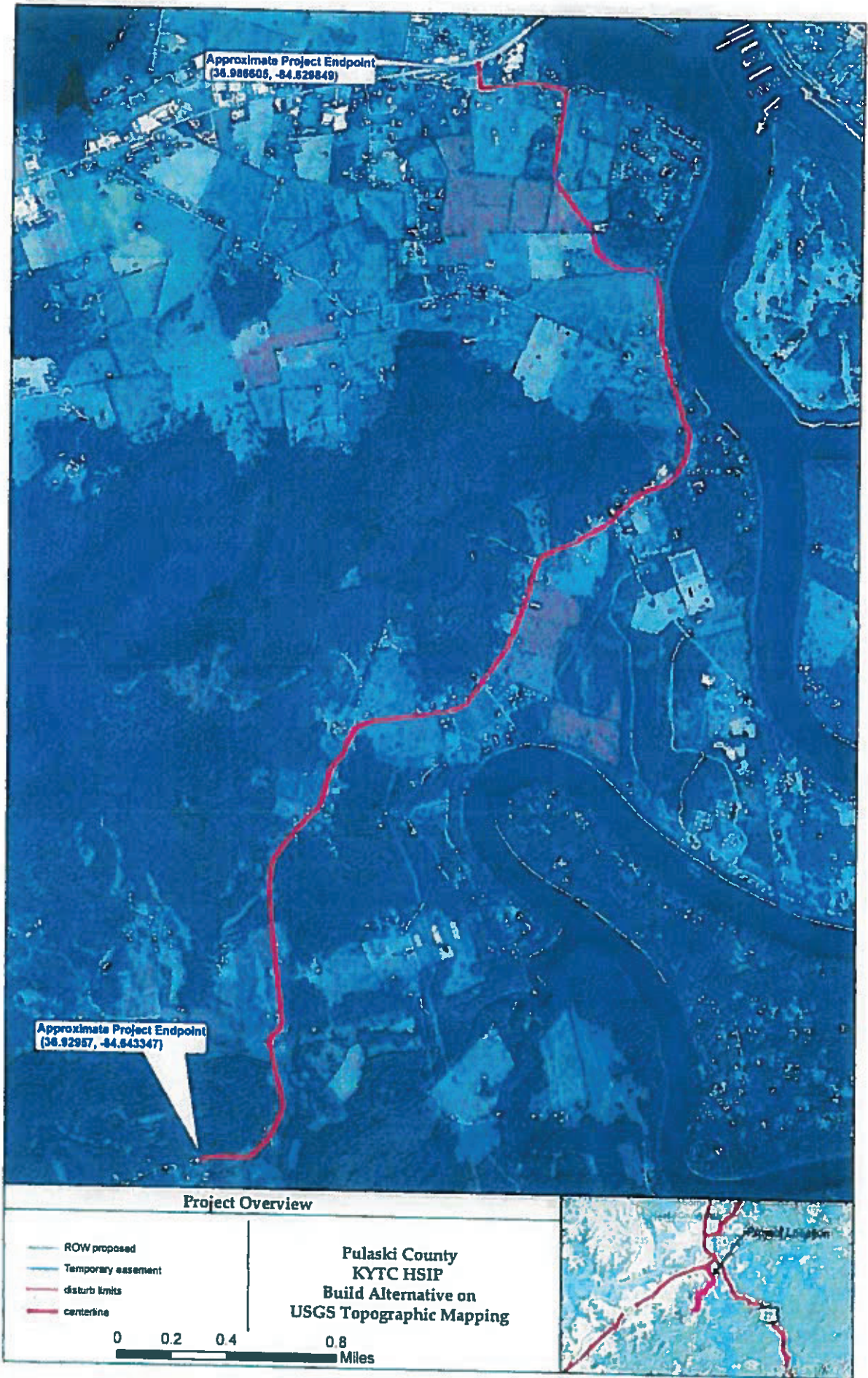
10-18-17  
Date

**Attachments:**

- ☒ Map Showing APE
- ☒ Photographs
- ☒ Project Plans
- ☒ Other: Cemetery Website link via email
- ☒ Copy EPM
- ☒ Copy DEC
- ☒ Copy DEA Project File
- ☒ Copy SHPO

If the project plans change then additional archaeological survey may be required. If human remains are discovered or a previously unidentified archaeological site is encountered, work must cease and the KYTC Division of Environmental Analysis be notified immediately.







KYTC Item No: 8-9003/8-934

County: Pulaski

Route: KY 790

## KYTC Historic Architectural Investigation Form

**Project Description:** PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 790 FROM WAYNE-PULASKI COUNTY LINE (MP 0.000) TO KY 90 (MP 5.551) IN PULASKI COUNTY, KY.; IMPROVE SUPER ELEVATION, SIGHT DISTANCE, RE-GRADE DITCH AND ADD ENTRANCE PIPE TO UTILITY TRAILER LOCATION ON KY 790 FROM JUST N OF JACKSBORO RD (MP 4.1) TO WOODLAND GROVE DR. (MP 4.6).

**Project Type listed in Attachment 1 (in Section 106 Programmatic Agreement)?**

☐ Yes

☒ No (Continue)

**Project Type listed in Attachment 2 (in Section 106 Handbook)?**

☒ Yes (List project activity types) 10- highway safety

☐ No (This project is not considered a small scale project under the Section 106 Programmatic Agreement. This checklist cannot be used. Process with full baseline or joint memorandum)

☐ No (However, SHPO has agreed that this project may be documented using the Historic Architectural Investigation Form)

**Project Area of Potential Effect is defined as:**

☐ Within 150 feet of project centerline (Small Scale Project - within existing corridor)

☐ Within view shed of project (Discuss):

within existing right of way except 150' at curve improvements where a small amount of new ROW will be needed

☒ Other (Discuss):

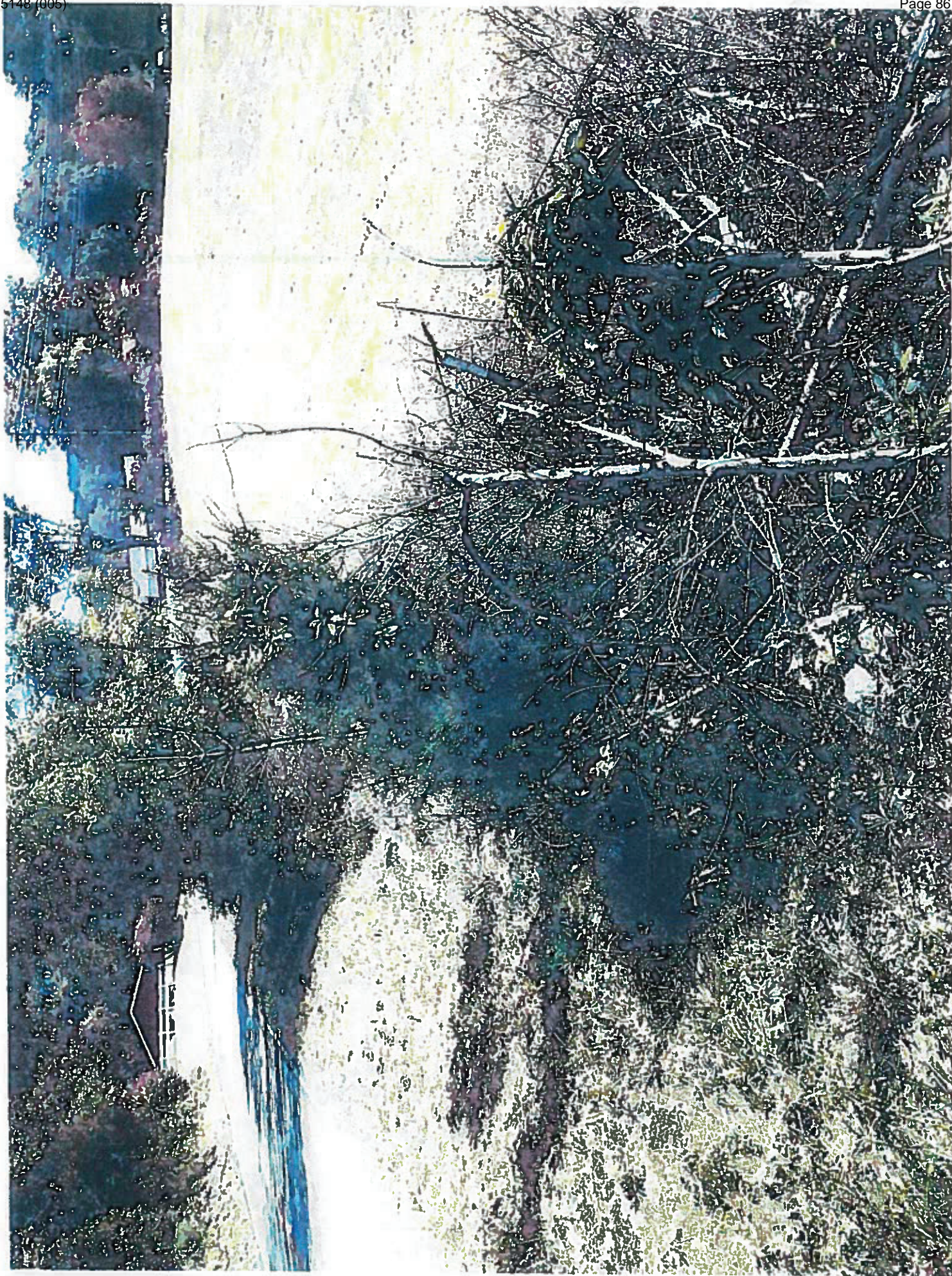
**Are there Historical Resources within the project APE (per KHC database)?**

☐ Yes

☒ No

☐ N/A (Explain):







KYTC Item No: 8-9003/8-934

County: Pulaski

Route: KY 790

**Are there Historical Resources (50 years old or older) identified within the project APE based on field investigations?**

☐ Yes

☒ No

Date of Field Investigation: N/A

Investigator Name(s):

**Discuss Basis for finding**

(Historic Mapping, PVA, Building Permit, Date of Construction, Deed/Title, etc.):

**NRHP listed or potentially eligible sites/districts ( > 50 years old ) are:**

☒ Not Present within the APE

**No Historic Properties Affected**

**As Determined By:**



**KYTC Representative**

 11/17/17  
**Date**



**SHPO Representative**

11-17-17  
**Date**

*(Concurrence is assumed if no response is received within 30 days)*

**Attachments:**

☐ Map showing topography, APE and identified Historic Resources

☐ Relevant Photos (Overview and individual resources)

☐ Project Plans

☐ Other (Describe): \_\_\_\_\_

☐ Copy EPM

☐ Copy DEC

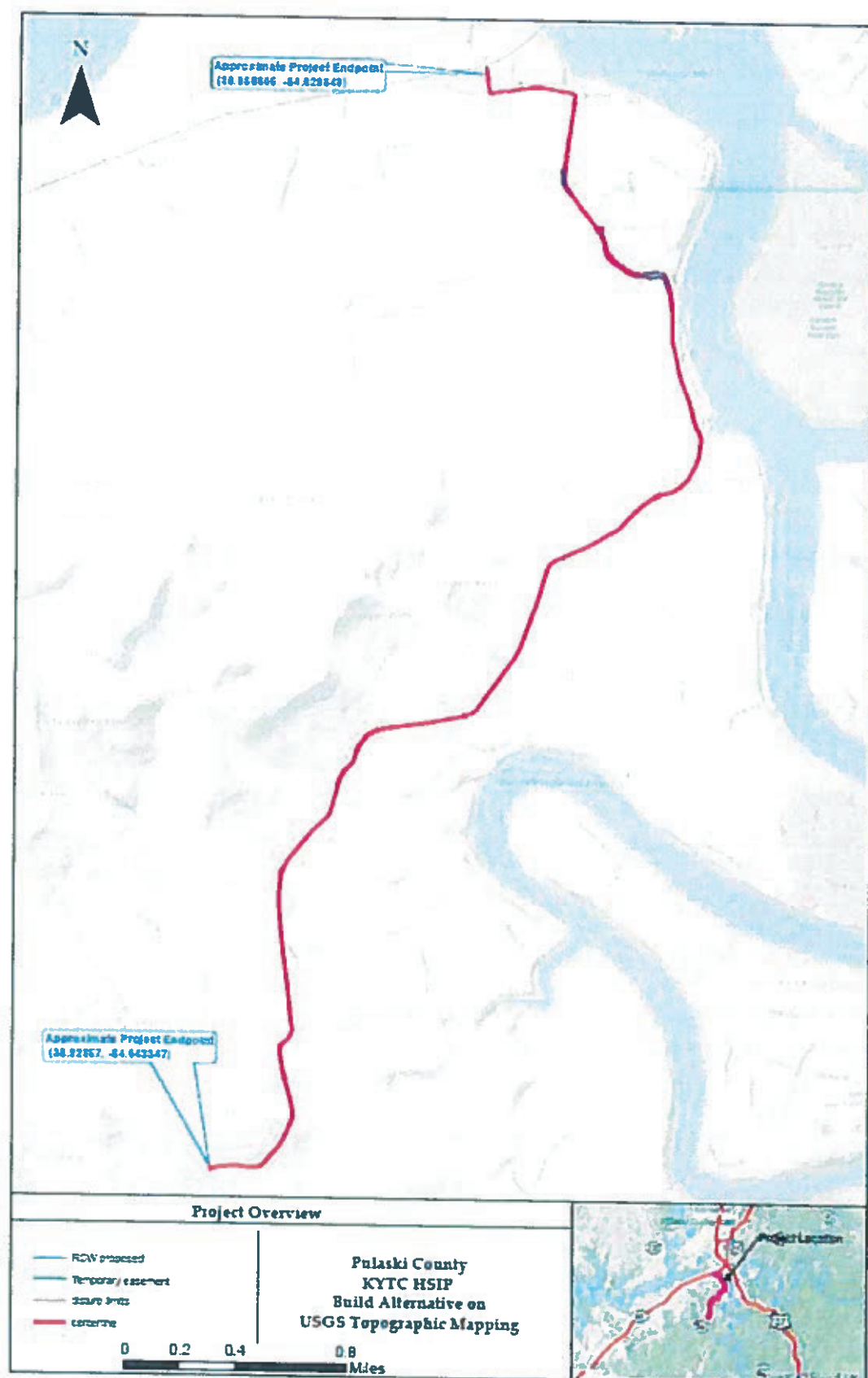
☐ Copy DEA Architectural Historian



☐ Copy SHPO

KYTC Item No: 8-9003/8-934

County: Pulaski

Route: KY 790



		<b>Kentucky Transportation Cabinet Federal Highway Administration NO EFFECT FINDING</b>																															
<b>KYTC Item No:</b>		<b>8-9003</b>		<b>Route: KY790</b>																													
<b>Quadrangle(s):</b>				<b>County(ies): Pulaski</b>																													
<p><b>Project Description:</b> (Type of improvement, areas to be impacted, crossroad improvements, easements, etc.) The project will be approximately six miles long from the Wayne County line to its junction to KY 90. Some minor widening of shoulders could be required throughout the project corridor, and substandard geometries will be reconstructed. Some rehabilitation work to drainage structures along the roadway could also be conducted.</p>																																	
<p><b><u>PULASKI COUNTY LISTED SPP:</u></b></p> <table border="0"> <tr> <td>Catspaw (<i>Epioblasma obliquata</i>)</td> <td>Cumberland bean (<i>Venustaconcha troostensis</i>)</td> </tr> <tr> <td>Cumberland elktoe (<i>Alasmodonta atropurea</i>)</td> <td>Cumberland combshell (<i>Epioblasma brevidens</i>)</td> </tr> <tr> <td>Fanshell (<i>Cyprogenia stegaria</i>)</td> <td>Fluted kidneyshell (<i>Ptychbranchus subtentus</i>)</td> </tr> <tr> <td>Littlewing pearlymussel (<i>Pegias fabula</i>)</td> <td>Orangefoot pimpleback (<i>Plethobasus cooperianus</i>)</td> </tr> <tr> <td>Oyster mussel (<i>Epioblasma acuminatum</i>)</td> <td>Purple cat's paw (<i>Epioblasma obliquata obliquata</i>)</td> </tr> <tr> <td>Pink mucket (<i>Lampsilis abrupta</i>)</td> <td>Rabbitsfoot (<i>Thelidema cylindrica</i>)</td> </tr> <tr> <td>Ring pink (<i>Obovaria retusa</i>)</td> <td>Rough pigtoe (<i>Pleurobema plemum</i>)</td> </tr> <tr> <td>Snuffbox (<i>Epioblasma triquetra</i>)</td> <td>Spectaclecase (<i>Margaritifera monodonta</i>)</td> </tr> <tr> <td>Tan riffleshell (<i>Epioblasma walkeri</i>)</td> <td>Virginia spirea (<i>Spiraea virginiana</i>)</td> </tr> <tr> <td>White fringeless orchid (<i>Platanthera integrifolia</i>)</td> <td>Blackside dace (<i>Phoxinus cumberlandensis</i>)</td> </tr> <tr> <td>Palezone shiner (<i>Notropis albizonatus</i>)</td> <td>Least Tern (<i>Sternula antillarum athalassos</i>)</td> </tr> <tr> <td>Indiana bat (<i>Myotis sodalis</i>)</td> <td>Northern long-eared Bat (<i>Myotis septentrionalis</i>)</td> </tr> <tr> <td>Gray bat (<i>Myotis grisescens</i>)</td> <td></td> </tr> <tr> <td>Virginia big-eared bat (<i>Corynorhinus townsendii virginianus</i>)</td> <td></td> </tr> </table> <p>The NE will cover all listed fish species, mussel species, plant species, the least tern, Virginia big-eared bat, and gray bat. IB and NLEB are covered by a No Effect determination from USFWS.</p>						Catspaw ( <i>Epioblasma obliquata</i> )	Cumberland bean ( <i>Venustaconcha troostensis</i> )	Cumberland elktoe ( <i>Alasmodonta atropurea</i> )	Cumberland combshell ( <i>Epioblasma brevidens</i> )	Fanshell ( <i>Cyprogenia stegaria</i> )	Fluted kidneyshell ( <i>Ptychbranchus subtentus</i> )	Littlewing pearlymussel ( <i>Pegias fabula</i> )	Orangefoot pimpleback ( <i>Plethobasus cooperianus</i> )	Oyster mussel ( <i>Epioblasma acuminatum</i> )	Purple cat's paw ( <i>Epioblasma obliquata obliquata</i> )	Pink mucket ( <i>Lampsilis abrupta</i> )	Rabbitsfoot ( <i>Thelidema cylindrica</i> )	Ring pink ( <i>Obovaria retusa</i> )	Rough pigtoe ( <i>Pleurobema plemum</i> )	Snuffbox ( <i>Epioblasma triquetra</i> )	Spectaclecase ( <i>Margaritifera monodonta</i> )	Tan riffleshell ( <i>Epioblasma walkeri</i> )	Virginia spirea ( <i>Spiraea virginiana</i> )	White fringeless orchid ( <i>Platanthera integrifolia</i> )	Blackside dace ( <i>Phoxinus cumberlandensis</i> )	Palezone shiner ( <i>Notropis albizonatus</i> )	Least Tern ( <i>Sternula antillarum athalassos</i> )	Indiana bat ( <i>Myotis sodalis</i> )	Northern long-eared Bat ( <i>Myotis septentrionalis</i> )	Gray bat ( <i>Myotis grisescens</i> )		Virginia big-eared bat ( <i>Corynorhinus townsendii virginianus</i> )	
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<p><b>Methodologies:</b> (Methods of assessment, who, what, when, resources, etc.)</p>																																	
<p>Biologists reviewed literature on listed species and used GIS mapping to do an initial investigation of the area. Field visit made by HMB permitted biologists to investigate streams and tree habitat on site.</p>																																	
<p><b>Results:</b> (Compare habitat used by listed species with available habitat)</p>																																	
<p><b>Fish:</b> The palezone shiner is found in large creeks to small river with a mixture of bedrock and cobble substrates in runs and upper portion of pools. The small intermittent and ephemeral streams do not have enough a consistent enough flow of water for the palezone shiner. The blackside dace is found in cool headwater streams with at least 70% canopy cover and low sedimentation. The streams in the project have large amounts of sediment and are dry outside of heavy rainfall seasons. The only impact to streams on this project are where existing culverts being updated where there is high sedimentation and little canopy cover exists. Therefore, there will be no effect for listed fish species.</p>																																	
<p><b>Mussels:</b> The listed mussels need large perennial streams with suitable substrate. There are four streams in the projects (2 intermittent and 2 ephemeral) with widths of 3-4 feet. These are headwater streams with large amounts of sediment</p>																																	

and are dry outside of heavy rainfall seasons. Upon a site visit no relic shells of any mussel species (protected, native, or invasive) were found near the project site. Therefore, there will be no effect for listed mussel species.

**Plants:** The white fringeless orchid is normally found in wetlands, areas that are flat and wet or near the heads of streams and seepage slopes that are partially shaded. There are no wetlands within the project and WFO was not encountered on the site visit. Due to the lack of wetlands in the project, the observed absence of WFO, there will be no effect for WFO. Virginia Spiraea is found in high gradient streams normally around high erosion areas or on sand bars and shoals of rivers. The streams in the project are small headwater streams, not suitable for VS. There was no VS encountered on the site visit. Due to the small size of the streams in the project and the observed absences of VS, there will be no effect on VS.

**Bird:** The least tern is found around medium to large rivers and other large bodies of water. There are four streams in the projects (2 intermittent and 2 ephemeral) with widths of 3-4 feet. These are headwater streams are not suitable for the least tern. Therefore, there will be no effect for listed the least tern.

**Bats:** Gray bats and Virginia big-eared bats utilize caves year-round for roosting and can utilize bridges and culverts for roosting as well. GB foraging sites consist of riparian areas over open water while VBB forage over fields and forested areas. The project follows almost entirely along existing except for two minor curve corrections. The project crosses 4 small streams that have previously been disturbed and contains no habitat for GB and VBB. There is karst known for Pulaski County however due to the limited disturbance of this project it is not anticipated to disturb any karst features even if any karst features were there. Therefore, there will be no effect for GB and VBB.

**Determinations:** No effect for all listed fish species, mussel species, plant species, Virginia big-eared bat, and gray bat.

The project has been assessed in accordance with the provisions of Section 7 of the Endangered Species Act. As a designated representative of the FHWA, the KYTC has determined that the project will have No Effect on any listed species or their critical habitat, and further Section 7(a)(2) consultation with the Service is not required.

  
KYTC Signature

1/8/2018  
Date

Nathan Click  
Print Name

E.A.T.S. Milestones updated

Nathan Click

1/8/2018

## AGENCY SPECIES LISTS:

District	County	Group	Name	Sci Name	EATS	Listing Agency	Status
8	Pulaski	Birds	Least Tern	<i>Sternula antillarum</i>	(802) ILT	KDFWR	Endangered
8	Pulaski	Fishes	Blackside Dace	<i>Phoxinus cumberlandi</i>	(505) BSD	KDFWR, KSNPC, USFWS	Threatened
8	Pulaski	Mammals	Gray Bat	<i>Myotis grisescens</i>	(902) GB	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mammals	Indiana Bat	<i>Myotis sodalis</i>	(903) IB	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mammals	Northern Long-eared Bat	<i>Myotis septentrionalis</i>	(904) NLEB	KDFWR, KSNPC, USFWS	Threatened
8	Pulaski	Mammals	Virginia Big-eared Bat	<i>Corynorhinus townsendi</i>	(901) VBB	KDFWR, USFWS	Endangered
8	Pulaski	Mussels	Catspaw	<i>Epioblasma o. obliquata</i>	(407) EPM	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Clubshell	<i>Pleurobema clava</i>	(416) CM	KSNPC	Endangered
8	Pulaski	Mussels	Cracking Pearlmussel	<i>Hemistena lata</i>	(429) CRPM	KSNPC	Endangered
8	Pulaski	Mussels	Cumberland Bean	<i>Villosa trabilis</i>	(421) CBPM	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Cumberland Elktoe	<i>Alasmidonta atropurpurea</i>	(401) CEM	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Cumberlandian Combshell	<i>Epioblasma brevidens</i>	(404) CCM	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Dromedary Pearlmussel	<i>Dromus dromas</i>	(428) DRDR	KSNPC	Endangered
8	Pulaski	Mussels	Fanshell	<i>Cyprogenia stegaria</i>	(403) FSM	USFWS	Endangered
8	Pulaski	Mussels	Fluted Kidneyshell	<i>Ptychobranhus subtent</i>	(419) FKM	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Littlewing Pearlmussel	<i>Pegias fabula</i>	(413) LWPM	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Oyster Mussel	<i>Epioblasma capsueiform</i>	(405) OM	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Rabbitsfoot	<i>Quadrula cylindrica cyl</i>	(430) RFM	KDFWR, KSNPC, USFWS	Threatened
8	Pulaski	Mussels	Ring Pink	<i>Obovaria retusa</i>	(412) RPM	KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Rough Pigtoe	<i>Pleurobema plenum</i>	(417) RPTM	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Snuffbox	<i>Epioblasma triquetra</i>	(427) SNB	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Spectaclecase	<i>Cumberlandia monodon</i>	(402) SCM	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Mussels	Tan Riffleshell	<i>Epioblasma florentina</i>	(406) TRM	KDFWR, KSNPC, USFWS	Endangered
8	Pulaski	Plants	Virginia Spiraea	<i>Spiraea virginiana</i>	(111) VS	KSNPC, USFWS	Threatened
8	Pulaski	Plants	White Fringeless Orchid	<i>Platanthera integrilabia</i>	(107) WFO	KSNPC, USFWS	Threatened



PHOTOS:





KYTC BMP Plan for Project CID **19-4210**



**Kentucky Transportation Cabinet**

**Highway District 8**

**And**

**\_\_\_\_\_ (2), Construction**

**Kentucky Pollutant Discharge Elimination System**

**Permit KYR10**

**Best Management Practices (BMP) plan**

**Groundwater protection plan**

**For Highway Construction Activities**

**For**

**Highway Safety Improvement Project on KY 790 in  
Pulaski County**

**Project: CID 19 - 4210**

## KYTC BMP Plan for Project CID **19-4210**

### **Project information**

Note – (1) = Design (2) = Construction (3) = Contractor

1. Owner – Kentucky Transportation Cabinet, District 8
2. Resident Engineer: (2)
3. Contractor name: (2)  
Address: (2)  
  
Phone number: (2)  
Contact: (2)  
Contractors agent responsible for compliance with the KPDES  
permit requirements (3):
4. Project Control Number: (2)
5. Route (Address): KY 790
6. Latitude/Longitude (project mid-point): 36° 57' 33.7", -84° 37' 18"
7. County (project mid-point): Pulaski
8. Project start date (date work will begin): (2)
9. Projected completion date: (2)

## KYTC BMP Plan for Project CID **19-4210**

### **A. Site description:**

1. Nature of Construction Activity (from letting project description): Grade & Drain with Asphalt Surface
2. Order of major soil disturbing activities: (2) and (3)
3. Projected volume of material to be moved: 6417 CY (Cut) & 3883 CY (Fill)
4. Estimate of total project area (acres): 33.6
5. Estimate of area to be disturbed (acres): 7.1
6. Post construction runoff coefficient will be included in the project drainage folder. Persons needing information pertaining to the runoff coefficient will contact the resident engineer to request this information.
7. Data describing existing soil condition: (1) & (2)
8. Data describing existing discharge water quality (if any): (1) & (2)
9. Receiving water name: Cedar Sinking Creek and Cumberland River
10. TMDLs and Pollutants of Concern in Receiving Waters: No TDML's were involved on this project.
11. Site map – Project layout sheet plus the erosion control sheets in the project plans that depict Disturbed Drainage Areas (DDAs) and related information. These sheets depict the existing project conditions with areas delineated by DDA (drainage area bounded by watershed breaks and right of way limits), the storm water discharge locations (either as a point discharge or as overland flow) and the areas that drain to each discharge point. These plans define the limits of areas to be disturbed and the location of control measures. Controls will be either site specific as designated by the designer or will be annotated by the contractor and resident engineer before disturbance commences. The project layout sheet shows the surface waters and wetlands.
12. Potential sources of pollutants:

The primary source of pollutants is solids that are mobilized during storm events. Other sources of pollutants include oil/fuel/grease from servicing and operating construction equipment, concrete washout water, sanitary wastes and trash/debris. (3)

## KYTC BMP Plan for Project CID 19-4210

### B. Sediment and Erosion Control Measures:

1. Plans for highway construction projects will include erosion control sheets that depict Disturbed Drainage Areas (DDAs) and related information. These plan sheets will show the existing project conditions with areas delineated by DDA within the right of way limits, the discharge points and the areas that drain to each discharge point. Project managers and designers will analyze the DDAs and identify Best Management Practices (BMPs) that are site specific. The balance of the BMPs for the project will be listed in the bid documents for selection and use by the contractor on the project with approval by the resident engineer.

Projects that do not have DDAs annotated on the erosion control sheets will employ the same concepts for development and managing BMP plans.

2. Following award of the contract, the contractor and resident engineer will annotate the erosion control sheets showing location and type of BMPs for each of the DDAs that will be disturbed at the outset of the project. This annotation will be accompanied by an order of work that reflects the order or sequence of major soil moving activities. The remaining DDAs are to be designated as "Do Not Disturb" until the contractor and resident engineer prepare the plan for BMPs to be employed. The initial BMP's shall be for the first phase (generally Clearing and Grubbing) and shall be modified as needed as the project changes phases. The BMP Plan will be modified to reflect disturbance in additional DDA's as the work progresses. All DDA's will have adequate BMP's in place before being disturbed.
3. As DDAs are prepared for construction, the following will be addressed for the project as a whole or for each DDA as appropriate:
  - Construction Access – This is the first land-disturbing activity. As soon as construction begins, bare areas will be stabilized with gravel and temporary mulch and/or vegetation.
  - At the beginning of the project, all DDAs for the project will be inspected for areas that are a source of storm water pollutants. Areas that are a source of pollutants will receive appropriate cover or BMPs to arrest the introduction of pollutants into storm water. Areas that have not been opened by the contractor will be inspected periodically (once per month) to determine if there is a need to employ BMPs to keep pollutants from entering storm water.
  - Clearing and Grubbing – The following BMP's will be considered and used where appropriate.

## KYTC BMP Plan for Project CID **19-4210**

- Leaving areas undisturbed when possible.
- Silt basins to provide silt volume for large areas.
- Silt Traps Type A for small areas.
- Silt Traps Type C in front of existing pipes and drop inlets which are to be saved
- Diversion ditches to catch sheet runoff and carry it to basins or traps or to divert it around areas to be disturbed.
- Brush and/or other barriers to slow and/or divert runoff.
- Silt fences to catch sheet runoff on short slopes. For longer slopes, multiple rows of silt fence may be considered.
- Temporary Mulch for areas which are not feasible for the fore mentioned types of protections.
- Non-standard or innovative methods.
- Cut & Fill and placement of drainage structures - The BMP Plan will be modified to show additional BMP's such as:
  - Silt Traps Type B in ditches and/or drainways as they are completed
  - Silt Traps Type C in front of pipes and drop inlets after they are placed
  - Channel Lining
  - Erosion Control Blanket
  - Temporary mulch and/or seeding for areas where construction activities will be ceased for 21 days or more.
  - Non-standard or innovative methods
- Profile and X-Section in place – The BMP Plan will be modified to show elimination of BMP's which had to be removed and the addition of new BMP's as the roadway was shaped. Probably changes include:
  - Silt Trap Type A, Brush and/or other barriers, Temporary Mulch, and any other BMP which had to be removed for final grading to take place.
  - Additional Silt Traps Type B and Type C to be placed as final drainage patterns are put in place.
  - Additional Channel Lining and/or Erosion Control Blanket.
  - Temporary Mulch for areas where Permanent Seeding and Protection cannot be done within 21 days.
  - Special BMP's such as Karst Policy
- Finish Work (Paving, Seeding, Protect, etc.) – A final BMP Plan will result from modifications during this phase of construction. Probable changes include:
  - Removal of Silt Traps Type B from ditches and drainways if they are protected with other BMP's which are sufficient to control erosion, i.e. Erosion Control Blanket or Permanent Seeding and Protection on moderate grades.
  - Permanent Seeding and Protection

## KYTC BMP Plan for Project CID **19-4210**

- Placing Sod
- Planting trees and/or shrubs where they are included in the project
- BMP's including Storm Water Management Devices such as velocity dissipation devices and Karst policy BMP's to be installed during construction to control the pollutants in storm water discharges that will occur after construction has been completed are: This project does not include storm water BMPs or flow controls for post-construction use.

### **C. Other Control Measures**

1. No solid materials, including building materials, shall be discharged to waters of the commonwealth, except as authorized by a Section 404 permit.
2. Waste Materials

All waste materials that may leach pollutants (paint and paint containers, caulk tubes, oil/grease containers, liquids of any kind, soluble materials, etc.) will be collected and stored in appropriate covered waste containers. Waste containers shall be removed from the project site on a sufficiently frequent basis as to not allow wastes to become a source of pollution. All personnel will be instructed regarding the correct procedure for waste disposal. Wastes will be disposed in accordance with appropriate regulations. Notices stating these practices will be posted in the office.

3. Hazardous Waste

All hazardous waste materials will be managed and disposed of in the manner specified by local or state regulation. The contractor shall notify the Section Engineer if there any hazardous wastes being generated at the project site and how these wastes are being managed. Site personnel will be instructed with regard to proper storage and handling of hazardous wastes when required. The Transportation Cabinet will file for generator, registration when appropriate, with the Division of Waste Management and advise the contractor regarding waste management requirements.

4. Spill Prevention

The following material management practices will be used to reduce the risk of spills or other exposure of materials and substances to the weather and/or runoff.

- **Good Housekeeping:**

## KYTC BMP Plan for Project CID **19-4210**

The following good housekeeping practices will be followed onsite during the construction project.

- An effort will be made to store only enough product required to do the job
- All materials stored onsite will be stored in a neat, orderly manner in their appropriate containers and, if possible, under a roof or other enclosure
- Products will be kept in their original containers with the original manufacturer's label
- Substances will not be mixed with one another unless recommended by the manufacturer
- Whenever possible, all of the product will be used up before disposing of the container
- Manufacturers' recommendations for proper use and disposal will be followed
- The site contractor will inspect daily to ensure proper use and disposal of materials onsite

### ➤ **Hazardous Products:**

These practices will be used to reduce the risks associated with any and all hazardous materials.

- Products will be kept in original containers unless they are not resealable
- Original labels and material safety data sheets (MSDS) will be reviewed and retained
- Contractor will follow procedures recommended by the manufacturer when handling hazardous materials
- If surplus product must be disposed of, manufacturers' or state/local recommended methods for proper disposal will be followed

**The following product-specific practices will be followed onsite:**

### ➤ **Petroleum Products:**

Vehicles and equipment that are fueled and maintained on site will be monitored for leaks, and receive regular preventative maintenance to reduce the chance of leakage. Petroleum products onsite will be stored in tightly sealed containers, which are clearly labeled and will be protected from exposure to weather.

The contractor shall prepare an Oil Pollution Spill Prevention Control and Countermeasure plan when the project that involves the storage of petroleum products in 55 gallon or larger containers with a total combined storage capacity of 1,320 gallons. This is a requirement of 40 CFR 112.

## KYTC BMP Plan for Project CID **19-4210**

This project (will / will not) (3) have over 1,320 gallons of petroleum products with a total capacity, sum of all containers 55 gallon capacity and larger.

### ➤ **Fertilizers:**

Fertilizers will be applied at rates prescribed by the contract, standard specifications or as directed by the resident engineer. Once applied, fertilizer will be covered with mulch or blankets or worked into the soil to limit exposure to storm water. Storage will be in a covered shed. The contents of any partially used bags of fertilizer will be transferred to a sealable plastic bin to avoid spills.

### ➤ **Paints:**

All containers will be tightly sealed and stored indoors or under roof when not being used. Excess paint or paint wash water will not be discharged to the drainage or storm sewer system but will be properly disposed of according to manufacturers' instructions or state and local regulations.

### ➤ **Concrete Truck Washout:**

Concrete truck mixers and chutes will not be washed on pavement, near storm drain inlets, or within 75 feet of any ditch, stream, wetland, lake, or sinkhole. Where possible, excess concrete and wash water will be discharged to areas prepared for pouring new concrete, flat areas to be paved that are away from ditches or drainage system features, or other locations that will not drain off site. Where this approach is not possible, a shallow earthen wash basin will be excavated away from ditches to receive the wash water

### ➤ **Spill Control Practices**

In addition to the good housekeeping and material management practices discussed in the previous sections of this plan, the following practices will be followed for spill prevention and cleanup:

- Manufacturers' recommended methods for spill cleanup will be clearly posted. All personnel will be made aware of procedures and the location of the information and cleanup supplies.
- Materials and equipment necessary for spill cleanup will be kept in the material storage area. Equipment and materials will include as appropriate, brooms, dust pans, mops, rags, gloves, oil absorbents, sand, sawdust, and plastic and metal trash containers.
- All spills will be cleaned up immediately after discovery.
- The spill area will be kept well ventilated and personnel will wear appropriate protective clothing to prevent injury from contact with a hazardous substance.



## KYTC BMP Plan for Project CID **19-4210**

- Spills of toxic or hazardous material will be reported to the appropriate state/local agency as required by KRS 224 and applicable federal law.
- The spill prevention plan will be adjusted as needed to prevent spills from reoccurring and improve spill response and cleanup.
- Spills of products will be cleaned up promptly. Wastes from spill clean up will be disposed in accordance with appropriate regulations.

### **D. Other State and Local Plans**

This BMP plan shall include any requirements specified in sediment and erosion control plans, storm water management plans or permits that have been approved by other state or local officials. Upon submittal of the NOI, other requirements for surface water protection are incorporated by reference into and are enforceable under this permit (even if they are not specifically included in this BMP plan). This provision does not apply to master or comprehensive plans, non-enforceable guidelines or technical guidance documents that are not identified in a specific plan or permit issued for the construction site by state or local officials. There are no other local (MS4) requirements that are expected to be necessary for this project.

### **E. Maintenance**

1. The BMP plan shall include a clear description of the maintenance procedures necessary to keep the control measures in good and effective operating condition.
- Maintenance of BMPs during construction shall be a result of weekly and post rain event inspections with action being taken by the contractor to correct deficiencies.
  - Post Construction maintenance will be a function of normal highway maintenance operations. Following final project acceptance by the cabinet, district highway crews will be responsible for identification and correction of deficiencies regarding ground cover and cleaning of storm water BMPs. The project manager shall identify any BMPs that will be for the purpose of post construction storm water management with specific guidance for any non-routine maintenance. There are no such BMP's for this project.

### **F. Inspections**

Inspection and maintenance practices that will be used to maintain erosion and sediment controls:

## KYTC BMP Plan for Project CID **19-4210**

- All erosion prevention and sediment control measures will be inspected at least once each week and following any rain of one-half inch or more.
- Inspections will be conducted by individuals that have successfully completed the KEPSC-RI course as required by Section 213.02.02 of the Standard Specifications for Road and Bridge Construction, current edition.
- Inspection reports will be written, signed, dated, and kept on file.
- Areas at final grade will be seeded and mulched within 14 days.
- Areas that are not at final grade where construction has ceased for a period of 21 days or longer and soil stock piles shall receive temporary mulch no later than 14 days from the last construction activity in that area.
- All measures will be maintained in good working order; if a repair is necessary, it will be initiated within 24 hours of being reported.
- Built-up sediment will be removed from behind the silt fence before it has reached halfway up the height of the fence.
- Silt fences will be inspected for bypassing, overtopping, undercutting, depth of sediment, tears, and to ensure attachment to secure posts.
- Sediment basins will be inspected for depth of sediment, and built-up sediment will be removed when it reaches 50 percent of the design capacity and at the end of the job.
- Diversion dikes and berms will be inspected and any breaches promptly repaired. Areas that are eroding or scouring will be repaired and re-seeded / mulched as needed.
- Temporary and permanent seeding and mulching will be inspected for bare spots, washouts, and healthy growth. Bare or eroded areas will be repaired as needed.
- All material storage and equipment servicing areas that involve the management of bulk liquids, fuels, and bulk solids will be inspected weekly for conditions that represent a release or possible release of pollutants to the environment.

## **G. Non – Storm Water discharges**

It is expected that non-storm water discharges may occur from the site during the construction period. Examples of non-storm water discharges include:

- Water from water line flushings.
- Water from cleaning concrete trucks and equipment.
- Pavement wash waters (where no spills or leaks of toxic or hazardous materials have occurred).

## KYTC BMP Plan for Project CID **19-4210**

- Uncontaminated groundwater and rain water (from dewatering during excavation).

All non-storm water discharges will be directed to the sediment basin or to a filter fence enclosure in a flat vegetated infiltration area or be filtered via another approved commercial product.

## **H. Groundwater Protection Plan (3)**

This plan serves as the groundwater protection plan as required by 401 KAR 5:037.

- Contractors statement: (3)

The following activities, as enumerated by 401 KAR 5:037 Section 2 that require the preparation and implementation of a groundwater protection plan, will or may be may be conducted as part of this construction project:

\_\_\_\_\_ 2. (e) land treatment or land disposal of a pollutant;

\_\_\_\_\_ 2. (f) Storing, ..., or related handling of hazardous waste, solid waste or special waste, ..., in tanks, drums, or other containers, or in piles, (This does not include wastes managed in a container placed for collection and removal of municipal solid waste for disposal off site);

\_\_\_\_\_ 2. (g) .... Handling of materials in bulk quantities (equal or greater than 55 gallons or 100 pounds net dry weight transported held in an individual container) that, if released to the environment, would be a pollutant;

\_\_\_\_\_ 2. (j) Storing or related handling of road oils, dust suppressants, ....., at a central location;

\_\_\_\_\_ 2. (k) Application or related handling of road oils, dust suppressants or deicing materials, (does not include use of chloride-based deicing materials applied to roads or parking lots);

\_\_\_\_\_ 2. (m) Installation, construction, operation, or abandonment of wells, bore holes, or core holes, (this does not include bore holes for the purpose of explosive demolition);

Or, check the following only if there are no qualifying activities

\_\_\_\_\_ There are no activities for this project as listed in 401 KAR 5:037 Section 2 that require the preparation and implementation of a groundwater protection plan.

## KYTC BMP Plan for Project CID **19-4210**

The contractor is responsible for the preparation of a plan that addresses the

401 KAR 5:037 Section 3. (3) Elements of site specific groundwater protection plan:

- (a) General information about this project is covered in the Project information;
- (b) Activities that require a groundwater protection plan have been identified above;
- (c) Practices that will protect groundwater from pollution are addressed in section C. Other control measures.
- (d) Implementation schedule – all practices required to prevent pollution of groundwater are to be in place prior to conducting the activity;
- (e) Training is required as a part of the ground water protection plan. All employees of the contractor, sub-contractor and resident engineer personnel will be trained to understand the nature and requirements of this plan as they pertain to their job function(s). Training will be accomplished within one week of employment and annually thereafter. A record of training will be maintained by the contractor with a copy provide to the resident engineer.
- (f) Areas of the project and groundwater plan activities will be inspected as part of the weekly sediment and erosion control inspections
- (g) Certification (see signature page.)

## Contractor and Resident Engineer Plan certification

The following certification applies to all parties that are signatory to this BMP plan:

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations. Further, this plan complies with the requirements of 401 KAR 5:037. By this certification, the undersigned state that the individuals signing the plan have reviewed the terms of the plan and will implement its provisions as they pertain to ground water protection.

## Resident Engineer and Contractor Certification:

(2) Resident Engineer signature

Signed \_\_\_\_\_ title \_\_\_\_\_,  
Typed or printed name<sup>2</sup> signature

(3) Signed \_\_\_\_\_ title \_\_\_\_\_,  
 Typed or printed name<sup>1</sup> \_\_\_\_\_ signature \_\_\_\_\_

1. Contractors Note: to be signed by a person who is the owner, a responsible corporate officer, a general partner or the proprietor or a person designated to have the authority to sign reports by such a person in accordance with 401 KAR 5:060 Section 9. This delegation shall be in writing to: Manager, KPDES Branch, Division of Water, 14 Reilly Road, Frankfort Kentucky 40601. Reference the Project Control Number (PCN) and KPDES number when one has been issued.

2. KyTC note: to be signed by the Chief District Engineer or a person designated to have the authority to sign reports by such a person (usually the resident engineer) in accordance with 401 KAR 5:060 Section 9. This delegation shall be in writing to: Manager, KPDES Branch, Division of Water, 14 Reilly Road, Frankfort Kentucky 40601 Reference the Project Control Number (PCN) and KPDES number when one has been issued.

KYTC BMP Plan for Project CID **19-4210**

**Sub-Contractor Certification**

The following sub-contractor shall be made aware of the BMP plan and responsible for implementation of BMPs identified in this plan as follows:

Subcontractor

Name:  
Address:  
Address:

Phone:

The part of BMP plan this subcontractor is responsible to implement is:

I certify under penalty of law that I understand the terms and conditions of the general Kentucky Pollutant Discharge Elimination System permit that authorizes the storm water discharges, the BMP plan that has been developed to manage the quality of water to be discharged as a result of storm events associated with the construction site activity and management of non-storm water pollutant sources identified as part of this certification.

Signed \_\_\_\_\_title\_\_\_\_\_, \_\_\_\_\_  
Typed or printed name<sup>1</sup>signature

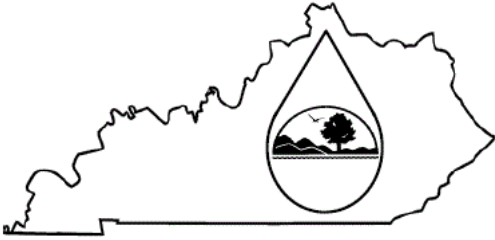
1. Sub Contractor Note: to be signed by a person who is the owner, a responsible corporate officer, a general partner or the proprietor or a person designated to have the authority to sign reports by such a person in accordance with 401 KAR 5:060 Section 9. This delegation shall be in writing to: Manager, KPDES Branch, Division of Water, 14 Reilly Road, Frankfort Kentucky 40601. Reference the Project Control Number (PCN) and KPDES number when one has been issued.

**CID 19-4210**  
**Pulaski County**  
**Highway Safety Improvement Project along KY 790**  
**from MP 0.000-5.551**  
**Item No.: 8-9003.00**

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An electronic Notice of Intent (eNOI) for obtaining coverage under the Kentucky Pollutant Discharge Elimination System (KPDES) General Permit for Stormwater Discharges Associated with Construction Activities (KYR10) has been drafted, a copy of which is attached. Upon award, the Contractor will be identified in Section III of the form as the "Building Contractor" and the eNOI will be submitted for approval to the Kentucky Division of Water. The Contractor shall be responsible for advancing the work within this contract in a manner that is compliant with all applicable and appropriate KYTC specifications for sediment and erosion control, as well as meeting the requirements of the KYR10 permit and the KDOW.

**eForm Submittal ID: 140299**



KENTUCKY POLLUTION DISCHARGE  
ELIMINATION SYSTEM (KPDES)

Notice of Intent (NOI) for coverage of Storm Water Discharge  
Associated with Construction Activities Under the KPDES Storm  
Water General Permit KYR100000

Click here for Instructions  
(Controls/KPDES\_FormKYR10\_Instructions.htm)

Click here to obtain information and a copy of the KPDES General Permit.  
(<http://dep.ky.gov/formslibrary/Documents/KYR10PermitPage.pdf>)

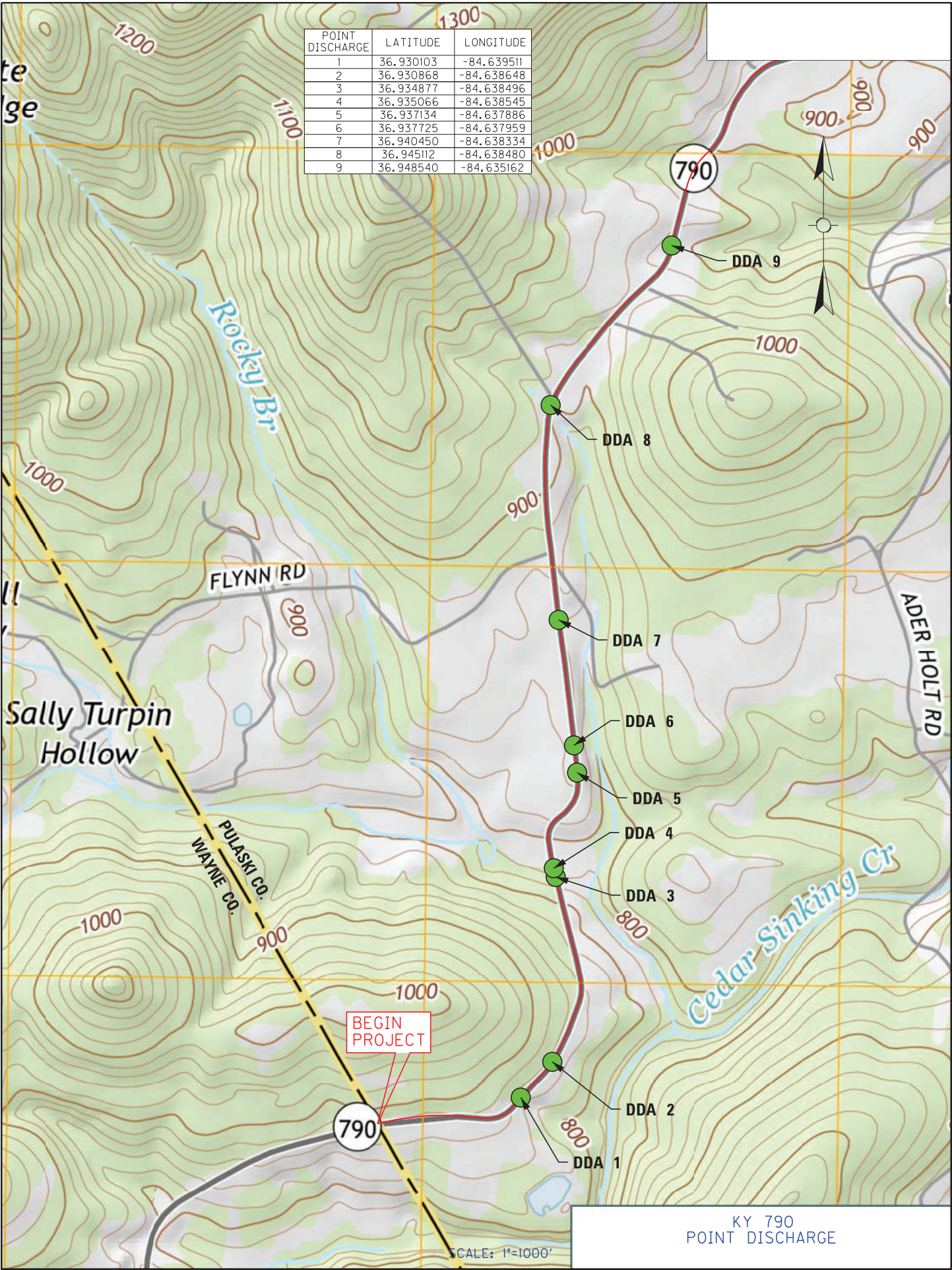
(\*) indicates a required field; (✓) indicates a field may be required based on user input or is an  
optionally required field

Reason for Submittal:(*) Application for New Permit Coverage		Agency Interest ID: Agency Interest ID		Permit Number:(✓) KPDES Permit Number	
If change to existing permit coverage is requested, describe the changes for which modification of coverage is being sought:(✓) 					
ELIGIBILITY: Stormwater discharges associated with construction activities disturbing individually one (1) acre or more, including, in the case of a common plan of development, contiguous construction activities that cumulatively equal one (1) acre or more of disturbance.					
EXCLUSIONS: The following are excluded from coverage under this general permit: 1) Are conducted at or on properties that have obtained an individual KPDES permit for the discharge of other wastewaters which requires the development and implementation of a Best Management Practices (BMP) plan; 2) Any operation that the DOW determines an individual permit would better address the discharges from that operation; 3) Any project that discharges to an Impaired Water listed in the most recent Integrated Report, §305(b) as impaired for sediment and for which an approved TMDL has been developed.					
SECTION I -- FACILITY OPERATOR INFORMATION (PERMITTEE)					
Company Name:(✓) Kentucky Transportation Cabinet, District 8		First Name:(✓) Tamara		M.I.: MI	Last Name:(✓) Wilson
Mailing Address:(*) 1660 South US 27		City:(*) Somerset		State:(*) Kentucky	Zip:(*) 42502
eMail Address:(*) Tamara.Wilson@ky.gov		Business Phone:(*) 606-677-4017		Alternate Phone: Phone	
SECTION II -- GENERAL SITE LOCATION INFORMATION					
Project Name:(*) KYTC Project: 194210		Status of Owner/Operator(*) State Government		SIC Code(*) 1611 Highway and Street Const	
Company Name:(✓) KYTC		First Name:(✓) First Name		M.I.: MI	Last Name:(✓) Last Name
Site Physical Address:(*) KY-790					
City:(*) Bronston		State:(*) Kentucky		Zip:(*) 42518	
County:(*) Pulaski	Latitude(decimal degrees)(*)DMS to DD Converter ( <a href="https://www.fcc.gov/media/radio/dms-decimal">https://www.fcc.gov/media/radio/dms-decimal</a> ) 36.959361		Longitude(decimal degrees)(*) -84.621667		
SECTION III -- SPECIFIC SITE ACTIVITY INFORMATION ?					
Project Description:(*) Highway Safety Improvement Project consisting of various improvements such as Realignment of a curve, Asphalt Paving, Shouldering, Ditching, Replacement and/or Ext					
a. For single projects provide the following information					



Will the project require construction activities in a water body or the riparian zone?: (*)	Yes
If Yes, describe scope of activity: (✓)	Pipe Replacements
Is a Clean Water Act 404 permit required?:(*)	Yes

Is a Clean Water Act 401 Water Quality Certification required?:(*)		Yes ▼				
SECTION VII -- NOI PREPARER INFORMATION						
First Name:(*) <div>First Name</div>		M.I.: <div>MI</div>	Last Name:(*) <div>Last Name</div>		Company Name:(*) <div>Company Name</div>	
Mailing Address:(*) <div>Mailing Address</div>		City:(*) <div>City</div>		State:(*) <div>▼</div>		Zip:(*) <div>Zip</div>
eMail Address:(*) <div>eMail Address</div>			Business Phone:(*) <div>Phone</div>		Alternate Phone: <div>Phone</div>	
SECTION VIII -- ATTACHMENTS						
Facility Location Map:(*)			<div>Upload file</div>			
Supplemental Information:			<div>Upload file</div>			
SECTION IX -- CERTIFICATION						
I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.						
Signature:(*) <div>Signature</div>				Title:(*) <div>Title</div>		
First Name:(*) <div>First Name</div>		M.I.: <div>MI</div>	Last Name:(*) <div>Last Name</div>			
eMail Address:(*) <div>eMail Address</div>		Business Phone:(*) <div>Phone</div>		Alternate Phone: <div>Phone</div>		Signature Date:(*) <div>Date</div>
<div><div>Click to Save Values for Future Retrieval</div><div>Click to Submit to EEC</div></div>						

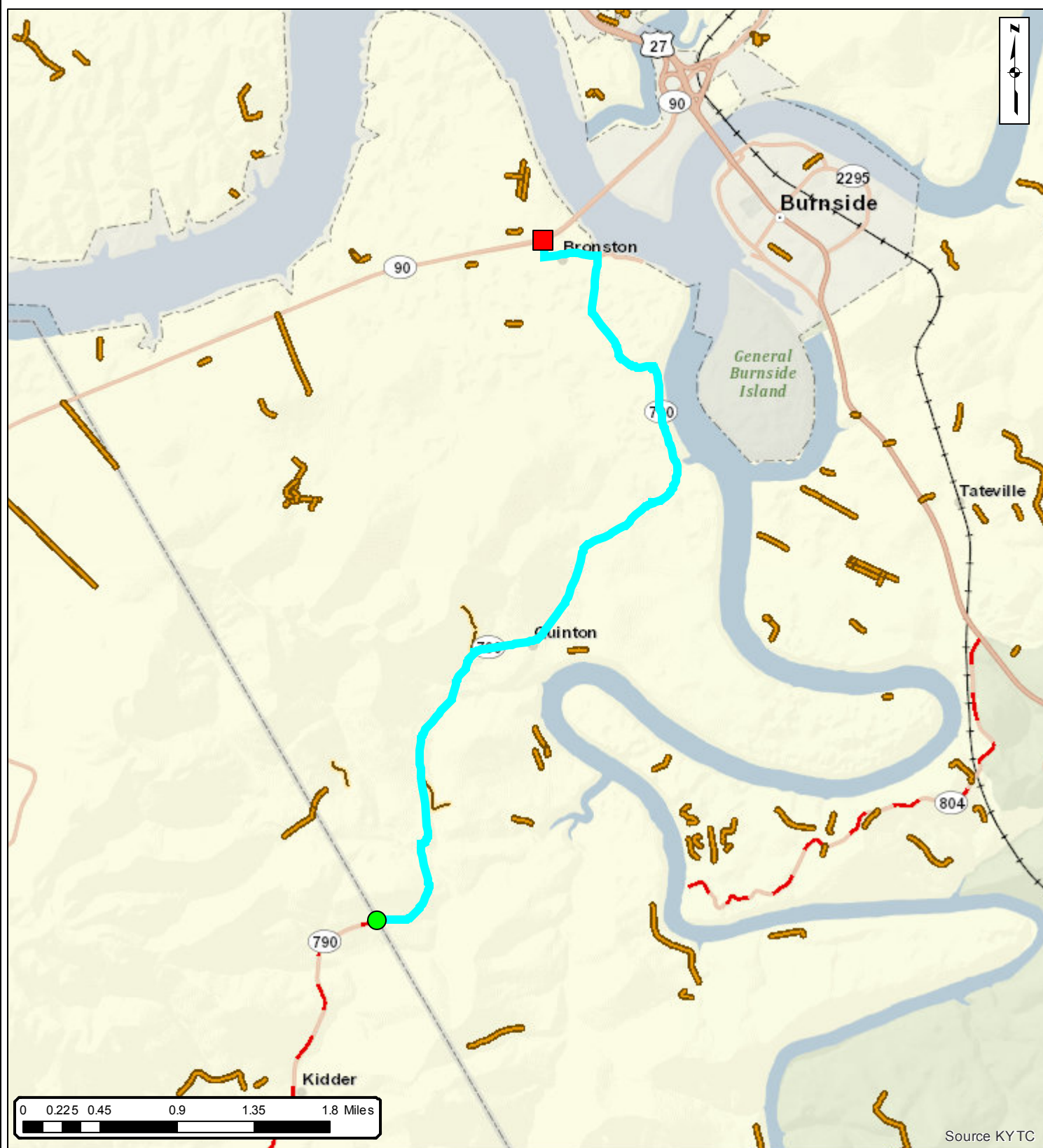










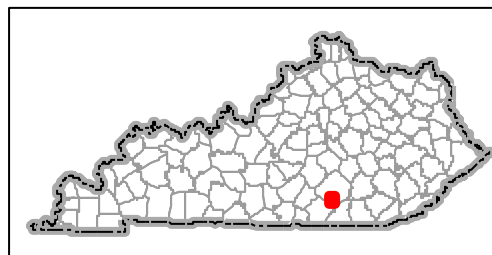


## 8-9003 Pulaski KY790 HSIP

Date: 8/15/2016



Kentucky Transportation Cabinet  
200 Mero St, Suite W-5  
Frankfort, KY 40601  
Phone: (502) 564-4890





GENERAL SUMMARY

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	08-9003.00	R2G

ITEM	DESCRIPTION	UNIT	QTY
00001	DGA BASE	TON	3725
00100	ASPHALT SEAL AGGREGATE	TON	248
00103	ASPHALT SEAL COAT	TON	30
00212	CL2 ASPH BASE 1.00D PG64-22	TON	4227
00301	CL2 ASPH SURF 0.38D PG64-22	TON	1054
00356	ASPHALT MATERIAL FOR TACK	TON	11
00440	ENTRANCE PIPE-15 IN	LF	170
00462	CULVERT PIPE-18 IN	LF	332
00464	CULVERT PIPE-24 IN	LF	241
01204	PIPE CULVERT HEADWALL-18 IN (STANDARD)	EACH	4
01208	PIPE CULVERT HEADWALL-24 IN (STANDARD)	EACH	8
01208	PIPE CULVERT HEADWALL-24 IN (STANDARD DBL. BARREL)	EACH	1
01310	REMOVE PIPE	LF	497
01728	SAFETY BOX INLET-18 IN DBL SDB-5	EACH	5
02014	BARRICADE TYPE III	EACH	4
02101	CEM CONC ENT PAVEMENT-8IN	SOYD	43
02230	EMBANKMENT IN PLACE	CUYD	1936
02429	ROW MONUMENT TYPE I	EACH	17
02483	CHANNEL LINING CLASS II	TON	114
02545	CLEARING & GRUBBING	LS	1
02562	TEMPORARY SIGNS	SQFT	150
02569	DEMOBILIZATION	LS	1
02575	DITCHING AND SHOULDERING	LF	16410
02650	MAINTAIN & CONTROL TRAFFIC	LS	1
02676	MOBILIZATION FOR MILL & TEXT	LS	1
02677	ASPHALT PAVE MILLING & TEXTURING	TON	954
02697	EDGE LINE RUMBLE STRIPS	LF	12092
02701	TEMP SILT FENCE	LF	3000
02704	SILT TRAP TYPE B	EACH	20
02705	SILT TRAP TYPE C	EACH	20
02707	CLEAN SILT TRAP TYPE B	EACH	20
02708	CLEAN SILT TRAP TYPE C	EACH	20
02726	STAKING	LS	1
03269	TRIM & REMOVE TREES & BRUSH	LF	2870
05950	EROSION CONTROL BLANKET	SOYD	4164
05963	INITIAL FERTILIZER	TON	0.8
05964	MAINTENANCE FERTILIZER	TON	1.4
05985	SEEDING & PROTECTION	SOYD	22000
05992	AGRICULTURAL LIMESTONE	TON	14
06406	SBM ALUM SHEET SIGNS .080 IN	SQFT	99
06410	STEEL POST TYPE I	LF	200
06510	PAVE STRIPING-TEMP PAINT-4 IN	LF	24184
06514	PAVE STRIPING-PERM PAINT-4 IN	LF	114894
06568	PAVE MARKING - THERMO STOP BAR -24IN	LF	36
10020NS	FUEL ADJUSTMENT	DOLL	8530
10030NS	ASPHALT ADJUSTMENT	DOLL	20584
21373ND	REMOVE SIGN	EACH	9
22400NN	REMOVE AND RELOCATE SIGN ASSEMBLY	EACH	40
23326EC	EXCAVATION-UNCLASSIFIED	CUYD	5931
24575ES610	HEADWALL (18 IN SLOPED AND MITERED HEADWALL)	EACH	7
24575ES610	HEADWALL (24 IN SLOPED AND MITERED HEADWALL)	EACH	3
24575ES610	HEADWALL (24 IN SLOPED AND MITERED DOUBLE BARREL)	EACH	1
24631EC	BARCODE SIGN INVENTORY	EACH	34

NOTES:

- ① INCLUDES 2164 SOYD FOR DITCH LINING AND 2000 SOYD TO BE USED AS DIRECTED BY ENGINEER
- ② FOR STRIPING THE ENTIRE PROJECT LENGTH, MP 0.0 - MP 5.551
- ③ INCLUDES 60 TONS TO BE USED AS DIRECTED BY ENGINEER
- ④ APPROXIMATELY 2.22 AC AT SPOT IMPROVEMENT #1 AND #2
- ⑤ THE BID ITEMS EMBANKMENT IN PLACE AND EXCAVATION - UNCLASSIFIED SHALL BE USED TO PAY FOR THE EARTHWORK WITHIN SPOT #1 AND SPOT #2. ABSOLUTELY NO QUANTITIES FOR EMBANKMENT IN PLACE NOR EXCAVATION - UNCLASSIFIED WILL BE PAID FOR THE EARTHWORK ASSOCIATED WITH DITCHING AND SHOULDERING.
- ⑥ THE BID ITEM DITCHING AND SHOULDERING SHALL BE USED TO PAY FOR THE ROADSIDE GRADING AND RE-SHAPING THAT HAS BEEN IDENTIFIED OUTSIDE THE LIMITS OF SPOT#1 AND SPOT#2. ANY EXCAVATION AND ANY EMBANKMENT IN PLACE MATERIAL REQUIRED TO CONSTRUCT THE DITCHING AND SHOULDERING WORK SHALL BE INCIDENTAL TO THE BID ITEM DITCHING AND SHOULDERING.

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# Pavement Quantity Summary



Bid Items:					00301	00212	02676	00001	00100	00103	00356
From Mile Point	From Sta.	To Mile Point	To Sta.	Location	Surface (Ton)	Asphalt Base (Ton)	Asphalt Pave Milling & Texturing (Ton)	DGA (Ton)	Asphalt Seal Aggregate (Ton)	Asphalt Seal Coat (Ton)	Asphalt Material for Tack (Ton)
0.51	026+95	0.59	031+03	Curve 5	63	145	70	12	5	0.59	0.78
1.22	064+21	1.29	068+07	Curve 9	59	151	76	0	4	0.47	0.74
1.33	070+15	1.43	075+65	Curve 10	85	304	90	18	9	1.04	1.04
2.76	145+81	2.85	150+43	Curve 19	71	154	92	10	1	0.16	0.88
3.23	170+71	3.32	175+20	Curve 26	69	191	98	40	7	0.86	0.84
3.43	181+34	3.53	186+31	Curve 29	76	185	75	30	5	0.55	0.94
3.57	188+32	3.63	191+76	Curve 31	53	137	80	11	2	0.47	0.66
4.05	214+00	4.51	238+00	Spot #1	477	2460	293	2227	47	5.60	4.48
4.66	246+00	4.76	251+50	Spot #2	101	500	80	345	11	1.30	1.04
TOTAL:					1054	4227	954	2693	89	11	11

NOTE: SEE DITCHING AND SHOULDERING SUMMARIES FOR ADDITIONAL QUANTITIES OF DGA, ASPHALT SEAL AGGREGATE, AND ASPHALT SEAL COAT. THE QUANTITIES SHOWN FOR DGA, ASPHALT SEAL AGGREGATE, AND ASPHALT SEAL COAT ON THIS SUMMARY ARE TO BE ASSOCIATED WITH AREAS OUTSIDE THE LIMITS SHOWN ON THE DITCHING AND SHOULDERING SUMMARY



Ditching & Shouldering Summary

Pulaski County

KY 790 LEFT SIDE

* The "Figure References" noted below refer to the Figure number within the Figure number and Embankment are provided for informational purposes ONLY. The Department gives no guarantee to the accuracy of the estimated volumes. The Bidder must draw his/her own conclusion. Payment will be based on the Linear Footage of Ditching & Shouldering performed, regardless of the accuracy of the estimated volumes. The Bidder must draw his/her own																
Notes:																
** The Estimated Volumes of Excavation and Embankment are provided for informational purposes ONLY. The Department gives no guarantee to the accuracy of the estimated volumes. The Bidder must draw his/her own conclusion. Payment will be based on the Linear Footage of Ditching & Shouldering performed, regardless of the accuracy of the estimated volumes. The Bidder must draw his/her own																
LOCATION																
Side of Road	Approx. BEGIN Station	Approx. BEGIN Milepoint	Approx. END Station	Approx. END Milepoint	Length (LF)	Estimated Excavation Volume** (CU YD)	Estimated Embankment Volume** (CU YD)	Ditching & Shouldering Detail Sheet Figure Ref.*	Include DGA Wedge? (Yes/No)	DGA (TONS)	Asphalt Seal Coat (TON)	Asphalt Seal Aggregate (TON)	Channel Line Ditch, Fill Slope or Cut Slope? (Yes/No)	Channel Lining Class II (TONS)	Geotex. Fabric Type IV (SQ YD)	Remarks
LT	14+75	0.279	17+50	0.331	275	20	20	Figure 8	Yes	17	0.33	2.68		No		
LT	24+50	0.464	27+65	0.524	315	0	58	Figure 1	Yes	20	0.37	3.07		No		
LT	28+50	0.540	37+00	0.701	850	252	63	Figure 8	Yes	53	1.00	8.27		No		
LT	45+85	0.868	51+40	0.973	555	0	31	Figure 1	Yes	35	0.65	5.40		No		
LT	55+50	1.051	57+60	1.091	210	0	12	Figure 1	Yes	13	0.25	2.05		No		
LT	60+00	1.136	69+50	1.316	950	18	106	Figure 1	Yes	59	1.11	9.24		No		
LT	73+00	1.383	75+00	1.420	200	52	44	Figure 8	Yes	13	0.24	1.95		No		
LT	75+50	1.430	80+50	1.525	500	0	56	Figure 1	Yes	31	0.59	4.87		No		
LT	85+25	1.615	87+00	1.648	175	0	13	Figure 1	Yes	11	0.21	1.71		No		
LT	95+50	1.809	97+00	1.837	150	0	11	Figure 1	Yes	10	0.18	1.46		No		
LT	101+50	1.922	106+90	2.025	540	0	80	Figure 1	Yes	34	0.63	5.25		No		
LT	113+25	2.145	113+80	2.155	55	0	2	Figure 1	Yes	4	0.07	0.54		No		
LT	118+00	2.235	119+00	2.254	100	0	4	Figure 1	Yes	7	0.12	0.98		No		
LT	125+50	2.377	128+80	2.439	330	0	12	Figure 1	Yes	21	0.39	3.21		No		
LT	130+65	2.474	131+75	2.495	110	0	4	Figure 1	Yes	7	0.13	1.07		No		
LT	147+25	2.789	153+60	2.909	635	0	47	Figure 1	Yes	39	0.75	6.18		No		
LT	162+60	3.080	169+00	3.201	640	0	24	Figure 1	Yes	40	0.75	6.23		No		
LT	174+25	3.300	175+30	3.320	105	0	4	Figure 1	Yes	7	0.13	1.03		No		
LT	181+40	3.436	182+60	3.458	120	0	27	Figure 1	Yes	8	0.14	1.17		No		
LT	189+00	3.580	195+00	3.693	600	0	89	Figure 1	Yes	37	0.70	5.84		No		
LT	200+75	3.802	204+85	3.880	410	0	15	Figure 1	Yes	26	0.48	3.99		No		
LT	238+65	4.520	246+00	4.659	735	0	54	Figure 1	Yes	46	0.86	7.15		No		
LT	256+00	4.848	257+10	4.869	110	0	4	Figure 1	Yes	7	0.13	1.07		No		

Summary of Items											
Ditching & Shouldering		8,670	LF	Asphalt Seal Coat		10	TONS	Channel Lining Class II		0	TONS
DGA Base		545	TONS	Asphalt Seal Aggregate		84	TONS	Geotextile Fabric Type IV		0	SQ YD

Ditching & Shouldering Summary

Pulaski County

KY 790 RIGHT SIDE

* The "Figure References" noted below refer to the Figure number within the Ditching & Shouldering Detail Sheet that is the closest representation of the intended Ditching & Shouldering																
Notes: ** The Estimated Volumes of Excavation and Embankment are provided for informational purposes ONLY. The Department gives no guarantee to the accuracy of the estimated volumes. The Bidder must draw his/her own conclusion. Payment will be based on the Linear Footage of Ditching & Shouldering performed, regardless of the accuracy of the Estimated Volumes of Excavation and Embankment.																
LOCATION					Length (LF)	Estimated Excavation Volume** (CU YD)	Estimated Embankment Volume** (CU YD)	Ditching & Shouldering Detail Sheet Figure Ref.*	Include DGA Wedge? (Yes/No)	DGA (TONS)	Asphalt Seal Coat (TON)	Asphalt Seal Aggregate (TON)	Channel Line Ditch, Fill Slope or Cut Slope? (Yes/No)	Channel Lining Class II (TONS)	Geotex. Fabric Type IV (SQ YD)	Remarks
Side of Road	Approx. BEGIN Station	Approx. BEGIN Milepoint	Approx. END Station	Approx. END Milepoint												
RT	5+00	0.095	8+00	0.152	300	0	89	Figure 1	Yes	19	0.35	2.92	No			
RT	9+50	0.180	11+50	0.218	200	0	22	Figure 1	Yes	13	0.24	1.95	No			
RT	17+00	0.322	22+00	0.417	500	0	19	Figure 1	Yes	31	0.59	4.87	No			
RT	24+50	0.464	25+85	0.490	135	0	10	Figure 1	Yes	9	0.16	1.32	No			
RT	28+50	0.540	37+00	0.701	850	31	94	Figure 8	Yes	53	1.00	8.27	No			
RT	60+00	1.136	69+50	1.316	950	0	176	Figure 1	Yes	59	1.11	9.24	No			
RT	77+20	1.462	80+20	1.519	300	6	44	Figure 1	Yes	19	0.35	2.92	No			
RT	85+00	1.610	87+70	1.661	270	0	10	Figure 1	Yes	17	0.32	2.63	No			
RT	102+50	1.941	104+00	1.970	150	0	33	Figure 1	Yes	10	0.18	1.46	No			
RT	111+50	2.112	114+50	2.169	300	0	44	Figure 1	Yes	19	0.35	2.92	No			
RT	126+00	2.386	129+80	2.458	380	0	127	Figure 1	Yes	24	0.45	3.70	No			
RT	130+65	2.474	131+75	2.495	110	0	8	Figure 1	Yes	7	0.13	1.07	No			
RT	145+40	2.754	159+00	3.011	1,360	0	302	Figure 1	Yes	84	1.59	13.23	No			
RT	160+75	3.045	162+80	3.083	205	0	30	Figure 1	Yes	13	0.24	2.00	No			
RT	163+60	3.098	164+50	3.116	90	3	10	Figure 8	Yes	6	0.11	0.88	No			
RT	171+70	3.252	173+25	3.281	155	0	6	Figure 1	Yes	10	0.19	1.51	No			
RT	176+50	3.343	179+30	3.396	280	41	21	Figure 8	Yes	18	0.33	2.73	No			
RT	181+60	3.439	185+55	3.514	395	37	73	Figure 8	Yes	25	0.47	3.85	No			
RT	189+00	3.580	191+50	3.627	250	46	28	Figure 8	Yes	16	0.30	2.44	No			
RT	195+35	3.700	196+80	3.727	145	0	11	Figure 1	Yes	9	0.17	1.41	No			
RT	199+10	3.771	201+30	3.813	220	0	8	Figure 1	Yes	14	0.26	2.14	No			
RT	241+30	4.570	243+25	4.607	195	0	22	Figure 1	Yes	12	0.23	1.90	No			

Summary of Items										
Ditching & Shouldering	7,740	LF		Asphalt Seal Coat	9	TONS		Channel Lining Class II	0	TONS
DGA Base	487	TONS		Asphalt Seal Aggregate	75	TONS		Geotextile Fabric Type IV	0	SQ YD



# Drainage Structure Summary

Pulaski County- KY 790



Content:

Drainage Structure Summary

Item No.

08-9003.00

MILE POINT	STATION	EXISTING												Bid Item	PROPOSED												COMMENTS
		PIPE SIZE, TYPE	LEFT HDWL.	RIGHT HDWL.	SKEW	LENGTH (FT)	REMOVE		ENTRANCE	CULVERT	CULVERT	HEADWALL (18		HEADWALL (24		PIPE CULVERT		PIPE CULVERT		SAFETY		CHANNEL	CONCRETE-				
							PIPE (LF)	PIPE-15 IN (LF)				IN SLOPED AND MITERED HEADWALL)	IN SLOPED AND MITERED HEADWALL)	HEADWALL-18 IN (STANDARD)	HEADWALL-24 IN (STANDARD)	BOX INLET-18 IN DBL SD8-5	LINING CLASS II (TON)	CLASS "A" (CY)									
0.115	6+06	15" RCP	NONE	NONE	5°	34	16	18		43			1							1		3					
0.186	9+83	15" CMP	NONE	NONE	3°	33	12	21		33			1							1		3					
0.476	25+15	24" CMP	NONE	NONE	3°	38	17	21			45			1								3					
0.490	25+85	24" RCP	NONE	NONE	0°	44												1						Clean Silt & Debris from Inlet and Install Headwall to Existing Pipe			
0.650	34+30	18" CMP	NONE	NONE	6°	32	16	16		32						1				1		3					
0.691	36+47	18" CMP	NONE	NONE	7°	33	15	18		39						1				1		3					
0.880	46+45	24" RCP	NONE	NONE	48°	51										1						3					
1.203	63+51	24" CMP	NONE	NONE	24°	34	18	16			39			1								6					
1.505	79+49	18" RCP	NONE	NONE	1°	33				4						1						3					
1.952	103+04	24" RCP	NONE	NONE	1°	34	18	16			36							1				6					
2.153	113+70	18" RCP	NONE	NONE	8°	31	16	15		39		1	1									3					
2.245	118+53	18" RCP	NONE	NONE	7°	31	13	14		29						1						5	1.13	INT ANCHOR (INCIDENTAL TO CULVERT PIPE CONST.)			
2.392	126+30	DBL 24" RCP	NONE	NONE	2°	66	36	30			82							1				3		DOUBLE BARREL			
3.446	181+96	18" RCP	NONE	NONE	2°	32	14	18		42		1	1									3					
3.615	190+89	24" RCP	NONE	NONE	0°	63	15	48			39			1				1				3					
4.122	217+62	--	--	--	--					45														ENTRANCE RT.			
4.148	219+03	--	--	--	--					36														ENTRANCE RT.			
4.158	219+55	--	--	--	--					38														ENTRANCE RT.			
4.177	220+57	18" RCP	NONE	NONE	5A	40	12	28		71		1								1		4					
4.329	228+55	--	--	--	--					51														ENTRANCE RT.			
TOTALS:							497	170	332	241	7	4	4	4	9	5	54	1.13									

Sign Summary										PULASKI County				KY 790			
Assembly ID	SIGN LOCATION			MUTCD Code	Sign Description	Sign Text / Remarks	Sign Dimensions (in x in)	SHEETING			SBM Alum Sheet Signs 0.080 IN (SQ FT)	SBM Alum Sheet Signs 0.125 IN (SQ FT)	Installation Type	# of Sign Posts	Estimated Length of Sign Post (ft)	TOTAL Estimated Sign Post Length (LF)	Barcode Sign Inv. (EACH)
	Side of Road	Approx Station	Approx. Mile Point					Text/ Symbol Color	Background Color	Sheeting Type							
1	RT	213+17	4.037	NB	W13-1P XX MPH (Advisory Speed)	TBD by KYTC	18 x 18	Black	FL Yellow	IX	2.25		Install on Existing Post				1
2	RT	218+46	4.138	SB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	RT	219+26	4.153	NB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
3	RT	219+26	4.153	SB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	RT	219+80	4.163	NB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
4	RT	219+80	4.163	SB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	RT	220+61	4.178	NB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
5	RT	220+61	4.178	SB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	RT	221+41	4.193	NB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
7	LT	224+16	4.245	SB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	LT	228+36	4.268	NB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
8	LT	228+36	4.268	SB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	LT	228+66	4.291	NB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
9	LT	228+66	4.291	SB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	LT	227+76	4.314	NB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
11	LT	229+72	4.351	SB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	LT	230+92	4.373	NB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
12	LT	230+92	4.373	SB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	LT	231+72	4.389	NB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
13	LT	231+72	4.389	SB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	LT	232+92	4.411	NB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
15	RT	234+34	4.438	SB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	RT	235+64	4.461	NB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
16	RT	235+64	4.461	SB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	RT	236+74	4.484	NB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
18	LT	242+45	4.592	SB	W13-1P XX MPH (Advisory Speed)	TBD by KYTC	18 x 18	Black	FL Yellow	IX	2.25		Install on Existing Post				1
	RT	243+81	4.618	NB	W13-1P XX MPH (Advisory Speed)	TBD by KYTC	18 x 18	Black	FL Yellow	IX	2.25		Install on Existing Post				1
20	LT	247+65	4.690	SB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	LT	248+45	4.705	NB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
21	LT	248+45	4.705	SB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	LT	249+25	4.721	NB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
22	LT	249+25	4.721	SB	W1-8L Left Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
	LT	250+05	4.736	NB	W1-8R Right Chevron		18 x 24	Black	FL Yellow	IX	3.00		Strnd w/ Soil Plate	1	10	10	1
24	LT	253+63	4.804	SB	W13-1P XX MPH (Advisory Speed)	TBD by KYTC	18 x 18	Black	FL Yellow	IX	2.25		Install on Existing Post				1

Summary of Items			
SBM Alum Sheet Signs 0.080 INCH	99.00	SQ FT	
SBM Alum Sheet Signs 0.125 INCH	0.00	SQ FT	
Barcode Sign Inventory	34	EACH	

Summary of Items			
Steel Post - Type 1	200	LF	
GMSS Type D	0	EACH	
GMSS Type D (Surface Mount)	0	EACH	
Class A Concrete for Signs	0	CU YD	

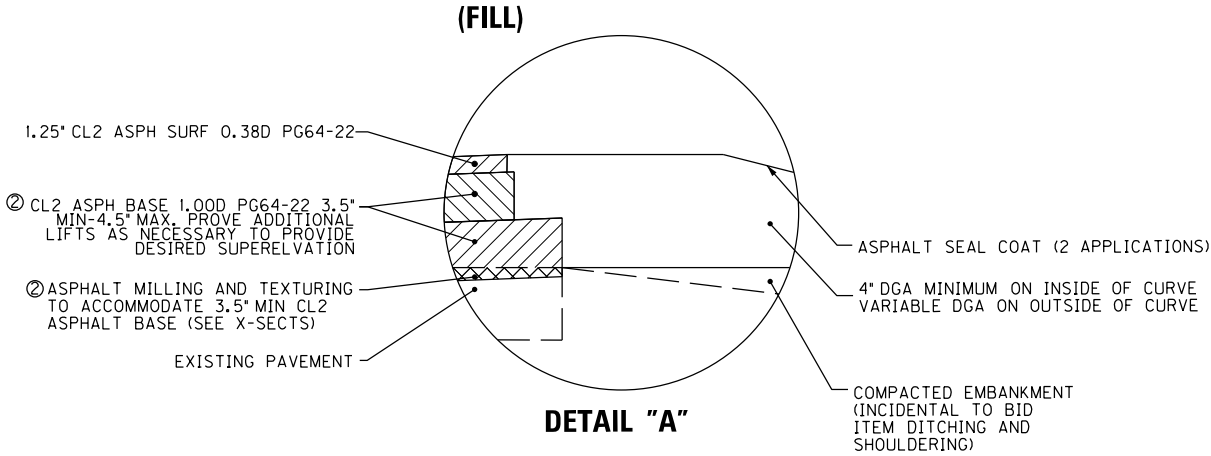
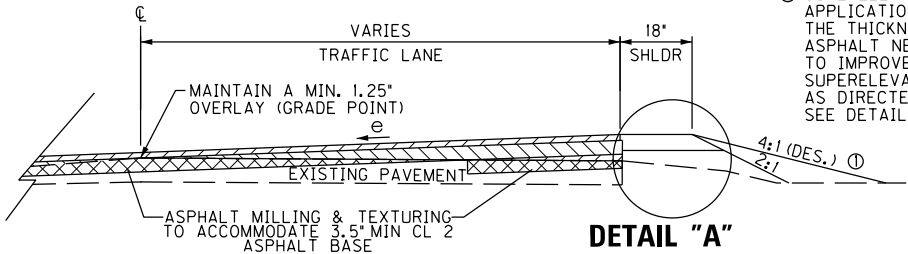
## Page 121 of 251

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TYPICAL SECTIONS

MAINLINE  
SUPERELEVATION IMPROVEMENTS  
CURVE 5, 9, 10, 19, 26, 29, 31

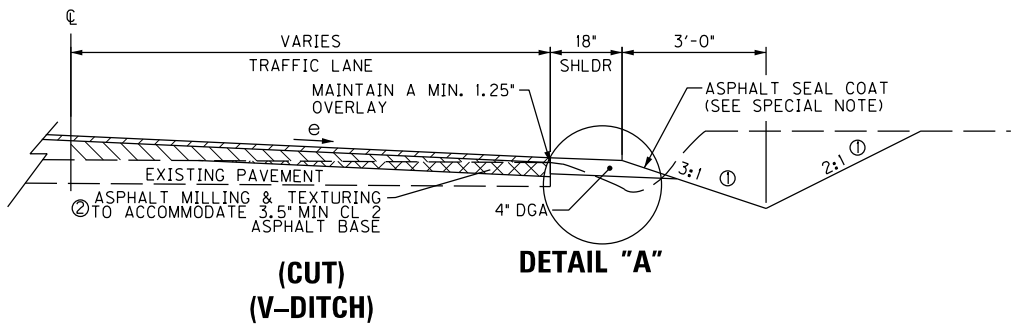
- NOTES:
- ① SEE X-SECTIONS FOR SLOPES OUTSIDE OF SHOULDER
  - ② SUPERELEVATION PAVEMENT WEDGE: APPLICATION DEPENDENT ON THE THICKNESS OF THE ASPHALT NEEDED TO IMPROVE THE PROPOSED SUPERELEVATION AS PROPOSED OR AS DIRECTED BY THE ENGINEER. SEE DETAIL "A" AND X-SECTS.



PAVEMENT SCHEDULE

- OVERLAY TRAFFIC LANES — 1.25\" CL2 ASPHALT SURFACE 0.38D PG64-22  
VAR. THICKNESS - CL 2 BASE ②
- SHOULDER — 4.00\" DGA

NOTE: ASPHALT MATERIAL FOR TACK AS APPLIED AT RATE OF 0.84 LB/SQYD



(NOTE: ALL EARTHWORK REQUIRED FOR SHOULDER WIDENING & DITCH CONSTRUCTION IS INCIDENTAL TO BID ITEM "DITCHING & SHOULDERING")

N. T. S.

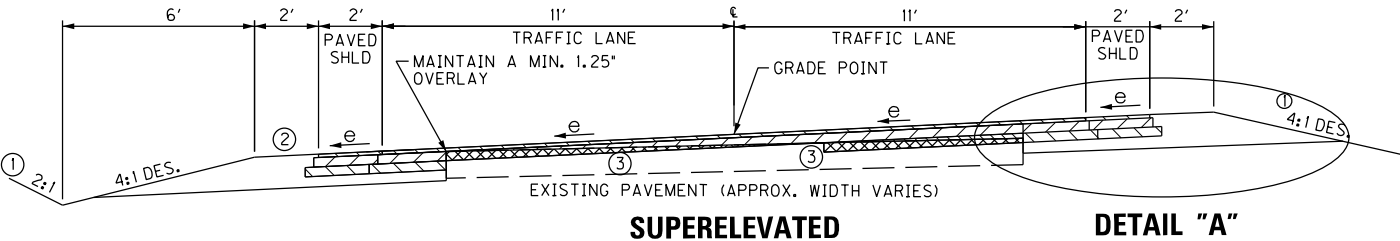
KY 790  
TYPICAL SECTION

TYPICAL SECTIONS

MAINLINE

SPOT #1: STA. 214 + 00 TO STA. 228 + 00  
SPOT #1: STA. 232 + 50 TO STA. 238 + 00

- NOTES:
- ① SEE X-SECTIONS FOR SLOPES OUTSIDE OF SHOULDER.
  - ② SUPERELEVATED SHOULDER, CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN NORMAL 4% SHOULDER SLOPE
  - ③ SUPERELEVATION IMPROVEMENT WEDGE; APPLICATION DEPENDENT ON THE THICKNESS OF THE ASPHALT NEEDED TO IMPROVE THE SUPERELEVATION AS PROPOSED OR AS DIRECTED BY THE ENGINEER. SEE DETAIL "A" AND X-SECTS.



PAVEMENT SCHEDULE

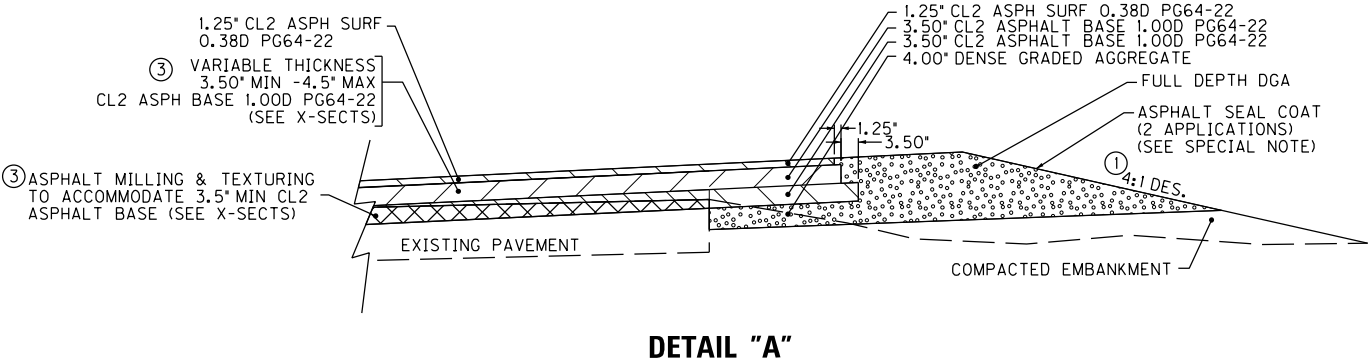
OVERLAY TRAFFIC LANES	1.25" CL2 ASPHALT SURFACE 0.38D PG64-22 VAR. THICKNESS CL 2 ASPH BASE 1.00D PG64-22 ③
WIDENING TRAFFIC LANES & SHOULDER	1.25" CL2 ASPHALT SURFACE 0.38D PG64-22 3.50" CL2 ASPHALT BASE 1.00D PG64-22 3.50" CL2 ASPHALT BASE 1.00D PG64-22 4.00" DGA

NOTE: ASPHALT MATERIAL FOR TACK AS  
APPLIED AT RATE OF 0.84 LB/SQYD

ASPHALT SEAL COAT APPLICATION

FIRST COURSE:  
ASPHALT CURING SEAL (APPLY AT A RATE OF 3.2 LBS/SQ.YD.)  
ASPHALT SEAL AGGREGATE (APPLY AT A RATE OF 30 LBS/SQ.YD.)

SECOND COURSE:  
ASPHALT CURING SEAL (APPLY AT A RATE OF 2.8 LBS/SQ.YD.)  
ASPHALT SEAL AGGREGATE (APPLY AT A RATE OF 20 LBS/SQ.YD.)

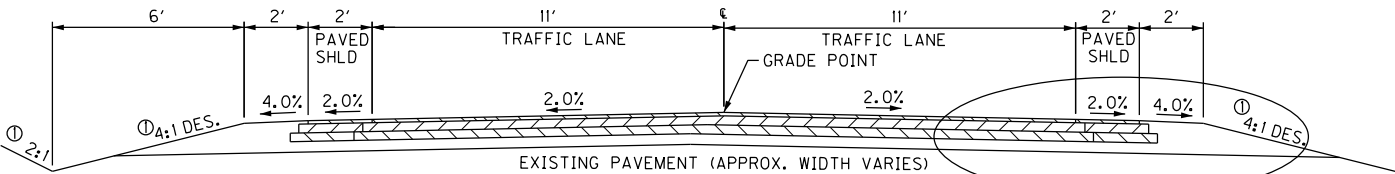


TYPICAL SECTIONS

KY 790

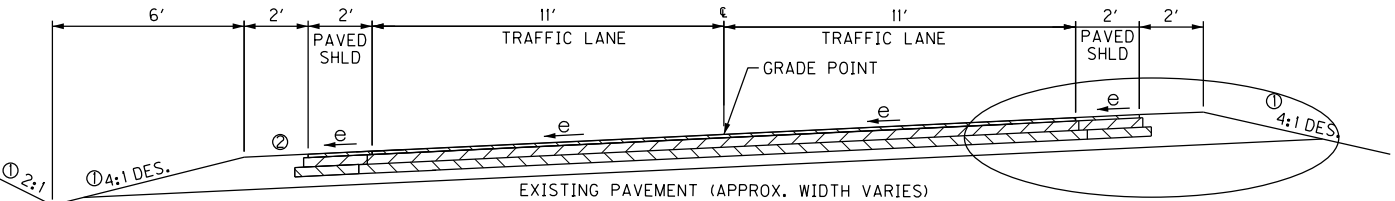
NEW CONSTRUCTION SECTION

SPOT #1 STA. 228+00 TO STA. 232+50



NORMAL

DETAIL "A"



SUPERELEVATED

DETAIL "A"

PAVEMENT SCHEDULE

NEW CONSTRUCTION	1.25" CL2 ASPHALT SURFACE 0.38D PG64-22
	3.50" CL2 ASPHALT BASE 1.00D PG64-22
	3.50" CL2 ASPHALT BASE 1.00D PG64-22
	4.00" DENSE GRADED AGGREGATE

NOTE: ASPHALT MATERIAL FOR TACK AS  
APPLIED AT RATE OF 0.84 LB/SQYD

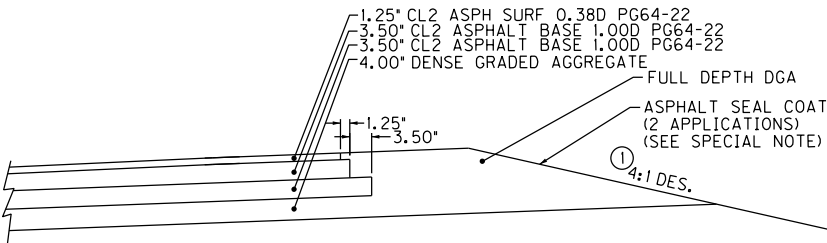
ASPHALT SEAL COAT APPLICATION

FIRST COURSE:  
ASPHALT CURING SEAL (APPLY AT A RATE OF 3.2 LBS/SQ.YD.)  
ASPHALT SEAL AGGREGATE (APPLY AT A RATE OF 30 LBS/SQ.YD.)

SECOND COURSE:  
ASPHALT CURING SEAL (APPLY AT A RATE OF 2.8 LBS/SQ.YD.)  
ASPHALT SEAL AGGREGATE (APPLY AT A RATE OF 20 LBS/SQ.YD.)

NOTES:

- ① SEE X-SECTIONS FOR SLOPES OUTSIDE OF SHOULDER.
- ② SUPERELEVATED SHOULDER, CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN NORMAL 4% SHOULDER SLOPE



DETAIL "A"

N. T. S.

KY 790  
TYPICAL SECTION

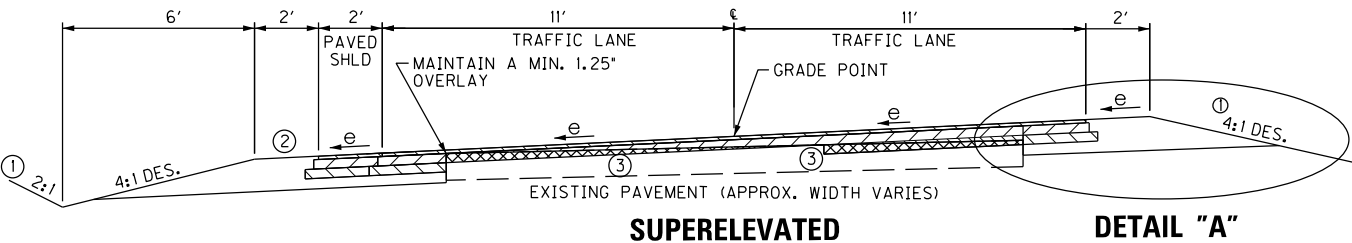


TYPICAL SECTIONS

MAINLINE

SPOT #2: STA. 246 + 00 TO STA. 251 + 50

- NOTES:
- ① SEE X-SECTIONS FOR SLOPES OUTSIDE OF SHOULDER.
  - ② SUPERELEVATED SHOULDER, CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN NORMAL 4% SHOULDER SLOPE
  - ③ SUPERELEVATION IMPROVEMENT WEDGE: APPLICATION DEPENDENT ON THE THICKNESS OF THE ASPHALT NEEDED TO IMPROVE THE SUPERELEVATION AS PROPOSED OR AS DIRECTED BY THE ENGINEER. SEE DETAIL "A" AND X-SECTS.



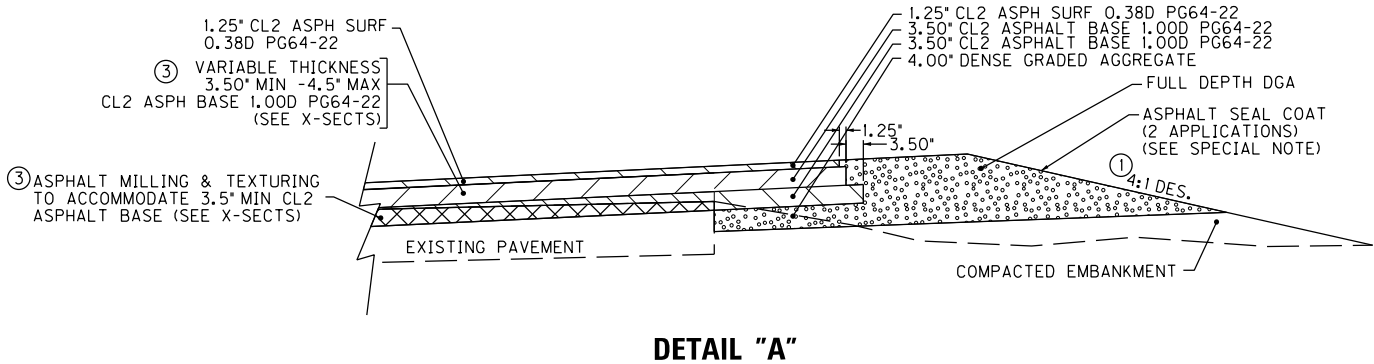
PAVEMENT SCHEDULE

- OVERLAY TRAFFIC LANES — 1.25" CL2 ASPHALT SURFACE 0.38D PG64-22  
VAR. THICKNESS CL 2 ASPH BASE 1.00D PG64-22 ③
- WIDENING TRAFFIC LANES & SHOULDER — 1.25" CL2 ASPHALT SURFACE 0.38D PG64-22  
3.50" CL2 ASPHALT BASE 1.00D PG64-22  
3.50" CL2 ASPHALT BASE 1.00D PG64-22  
4.00" DGA

NOTE: ASPHALT MATERIAL FOR TACK AS APPLIED AT RATE OF 0.84 LB/SQYD

ASPHALT SEAL COAT APPLICATION

- FIRST COURSE:  
ASPHALT CURING SEAL (APPLY AT A RATE OF 3.2 LBS/SQ.YD.)  
ASPHALT SEAL AGGREGATE (APPLY AT A RATE OF 30 LBS/SQ.YD.)
- SECOND COURSE:  
ASPHALT CURING SEAL (APPLY AT A RATE OF 2.8 LBS/SQ.YD.)  
ASPHALT SEAL AGGREGATE (APPLY AT A RATE OF 20 LBS/SQ.YD.)



## TREE CLEARING DETAIL

---

Clearing offset: 15 feet from edge of pavement, both sides, cutting with a vertical reach of 35 feet

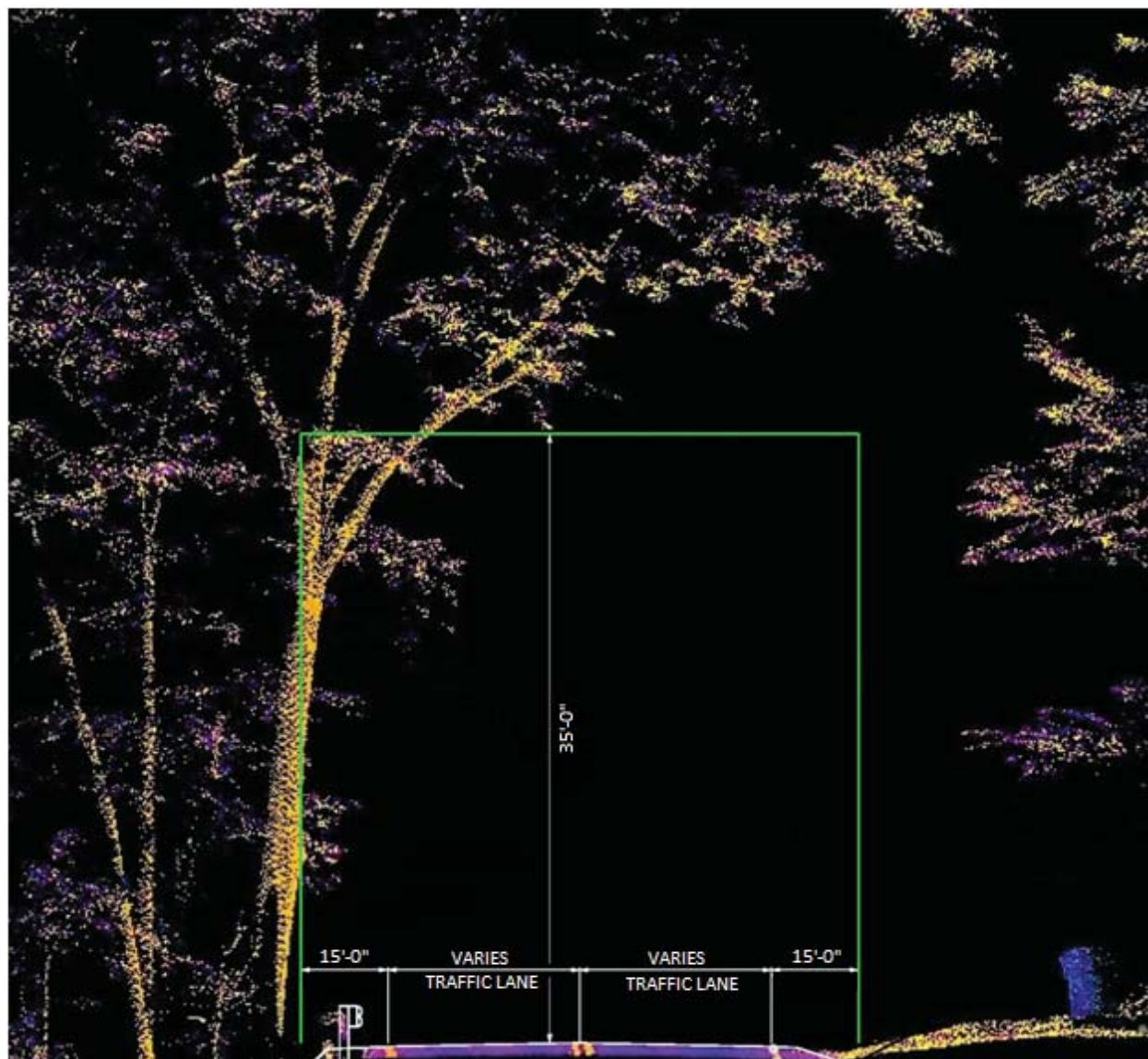


FIGURE 1

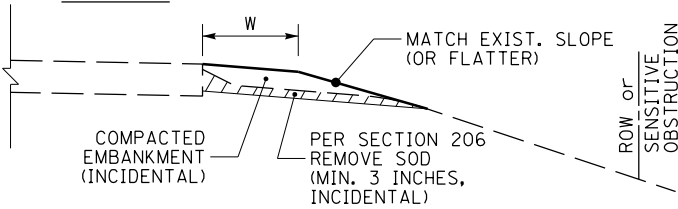


FIGURE 2

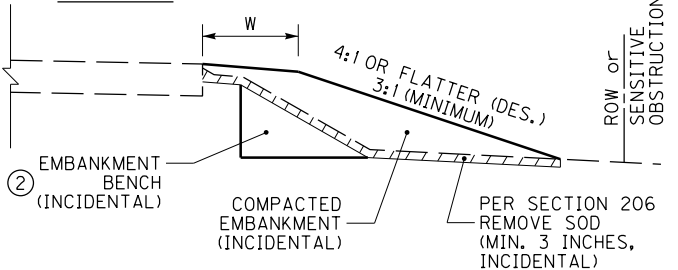


FIGURE 3

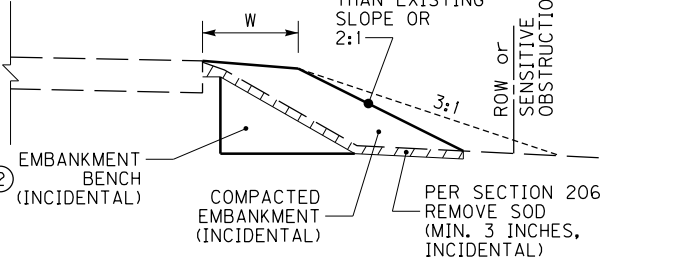


FIGURE 4

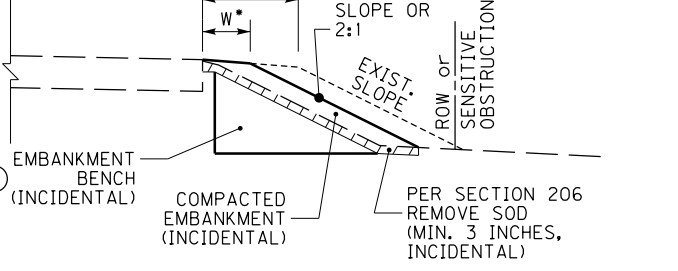


FIGURE 5

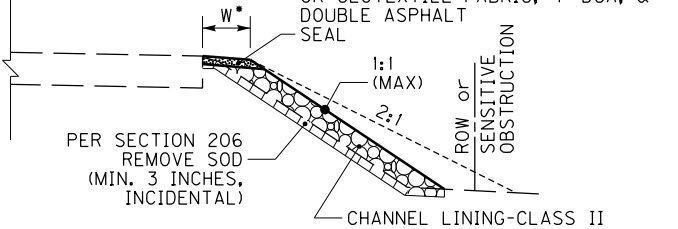
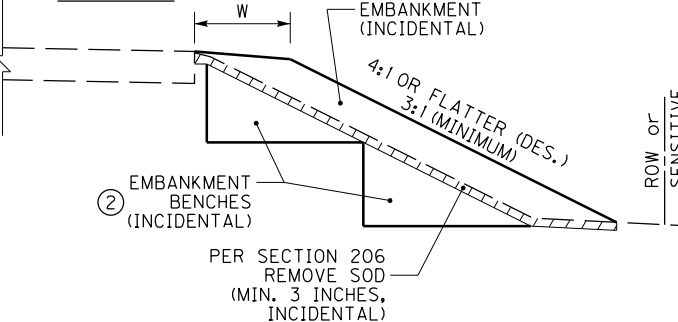


FIGURE 6



- ~ NOTES ~
- BID ITEM AND UNIT TO BID:  
2575 - DITCHING & SHOULDERING - LF
1. THE BID ITEM 'DITCHING & SHOULDERING' SHALL CONSIST OF ANY AND ALL NECESSARY CLEARING & GRUBBING, GRADING, AND/OR RESHAPING OF THE EXISTING SHOULDER, DITCH, AND/OR ROADSIDE TO ACHIEVE THE PROPOSED SHOULDER, DITCH, AND/OR ROADSIDE DIMENSIONS, AS DETAILED ON THE TYPICAL SECTIONS. FINAL PAYMENT WILL BE BASED ON THE ACTUAL LINEAR FEET OF DITCHING AND SHOULDERING PERFORMED, AND WILL INCLUDE ALL WORK AND INCIDENTALS NECESSARY TO PERFORM THE DITCHING AND SHOULDERING ACCORDING TO THESE DETAILS, NOTES, AND ANY OTHER INFORMATION FOUND ELSEWHERE IN THE PROPOSAL OR STANDARD SPECIFICATIONS. IN THE CASE OF A DISCREPANCY, REFER TO SECTION 105.05 OF THE STANDARD SPECIFICATIONS. DEPENDING ON THE EXISTING CONDITIONS ENCOUNTERED, DITCHING AND SHOULDERING MAY ALSO INCLUDE, BUT IS NOT LIMITED TO:
- PROVIDING ADDITIONAL EARTH MATERIAL AND GRADING, SHAPING, AND COMPACTING THE EARTH MATERIAL TO ACHIEVE THE DIMENSIONS SHOWN ON THE TYPICAL SECTIONS. COMPACT MATERIAL ACCORDING TO SECTION 206 OF THE STANDARD SPECIFICATIONS.
  - NOTE: ADDITIONAL EARTH MATERIAL PROVIDED SHALL BE SUITABLE FOR VEGETATION GROWTH.
  - EXCAVATING AND REMOVING EXCESS MATERIAL TO ACHIEVE THE DIMENSIONS SHOWN ON THE TYPICAL SECTIONS
  - EMBANKMENT BENCHING
- ② EMBANKMENT BENCHING WILL BE REQUIRED WHEN THE EXISTING GROUNDLINE HAS AN INCLINE GREATER THAN 15% (APPROX. 6:1). ANY AND ALL REQUIRED EMBANKMENT BENCHING SHALL BE INCIDENTAL TO THE BID ITEM 'DITCHING AND SHOULDERING'. THE FOLLOWING ARE GUIDELINES FOR EMBANKMENT BENCHING USED IN CONJUNCTION WITH THE BID ITEM 'DITCHING AND SHOULDERING':
- THE TYPICAL HEIGHT (OR RISE) IS 1' TO 6'
  - THE TYPICAL WIDTH (OR RUN) WILL VARY BASED ON THE HEIGHT OF THE BENCH
  - MULTIPLE SMALL BENCHES MAY BE USED, AND MAY BE MORE ADVANTAGEOUS AS THIS WILL REQUIRE PROCESSING LESS EARTHWORK.
3. AS SHOWN IN FIGURE 1, IN SOME SITUATIONS, MINOR SHOULDERING, WITH MINIMAL ADDITIONAL EARTH MATERIAL, MAY BE ALL THAT IS REQUIRED TO RESHAPE THE EARTH SHOULDER TO THE PROPOSED WIDTH AND BRING IT FLUSH WITH THE EDGE OF PAVEMENT.
4. AS SHOWN IN FIGURE 2, MOST SITUATIONS WILL REQUIRE ADDITIONAL EARTH MATERIAL TO ACHIEVE THE PROPOSED EARTH SHOULDER WIDTH. IT IS DESIRED THAT THE RESULTING FILL SLOPE BE INSTALLED AS FLAT AS POSSIBLE AND REMAIN WITHIN THE RIGHT-OF-WAY AND/OR AVOID SENSITIVE OBSTRUCTIONS.
5. AS SHOWN IN FIGURE 3, IF A 3:1 FILL SLOPE WILL RESULT IN THE TOE OF SLOPE EXTENDING BEYOND THE RIGHT-OF-WAY OR IMPACT A SENSITIVE OBSTRUCTION, THEN THE FILL SLOPE MAY BE INSTALLED STEEPER THAN 3:1, BUT NO STEEPER THAN THE EXISTING FILL SLOPE, OR A 2:1, WHICHEVER IS FLATTER.
6. AS SHOWN IN FIGURE 4, IF MATCHING THE EXISTING FILL SLOPE OR INSTALLING A 2:1 FILL SLOPE (WHICHEVER IS FLATTER) STILL RESULTS IN THE TOE OF SLOPE EXTENDING BEYOND THE RIGHT-OF-WAY OR STILL IMPACTS A SENSITIVE OBSTRUCTION, THEN THE PROPOSED EARTH SHOULDER WIDTH MAY BE REDUCED SO THAT THE RESULTING TOE OF SLOPE WILL REMAIN WITHIN THE RIGHT-OF-WAY AND/OR NOT IMPACT THE SENSITIVE OBSTRUCTION.
7. AS SHOWN IN FIGURE 5, IF THE EXISTING FILL SLOPE IS STEEPER THAN 2:1 AND THERE IS NOT ENOUGH SPACE TO INSTALL A 2:1 FILL SLOPE WITHOUT EXTENDING BEYOND THE RIGHT-OF-WAY AND/OR IMPACTING A SENSITIVE OBSTRUCTION, THEN CLASS II CHANNEL LINING MAY BE INSTALLED ALONG THE STEEP EXISTING SLOPE IN ORDER TO ESTABLISH A WIDTH OF AGGREGATE SHOULDER. THESE LOCATIONS WILL BE NOTED ELSEWHERE IN THE PROPOSAL AS SLOPE PROTECTION. THE CHANNEL LINING IS TO BE CAPPED WITH GEOTEXTILE FABRIC TYPE IV AND 4" OF CRUSHED STONE BASE, OR 4" OF DGA WITH DOUBLE ASPHALT SEAL COAT.
8. AS SHOWN IN FIGURE 6, AS THE HEIGHT OF THE FILL INCREASES, MULTIPLE EMBANKMENT BENCHES MAY BE REQUIRED.

SEE SHEET 2 FOR  
NOTES 9 THRU 13

NOT TO SCALE

KENTUCKY  
DEPARTMENT OF HIGHWAYS  
DITCHING & SHOULDERING  
AND EMBANKMENT  
BENCHING DETAILS  
(SHEET 1 OF 2)

FIGURE 7

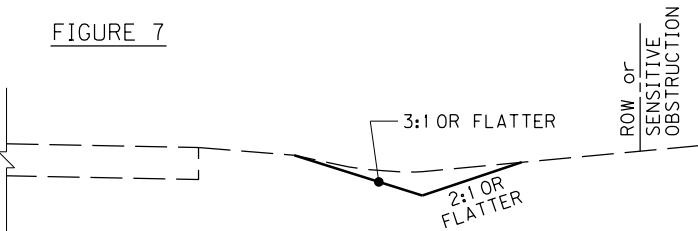


FIGURE 8

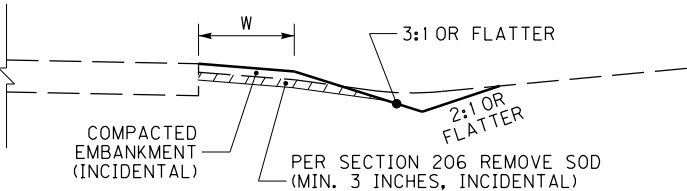


FIGURE 9

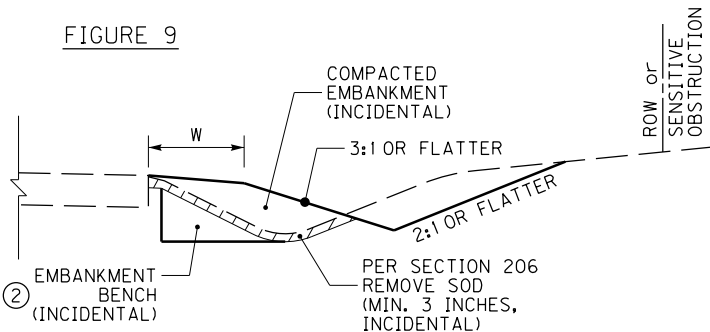


FIGURE 10

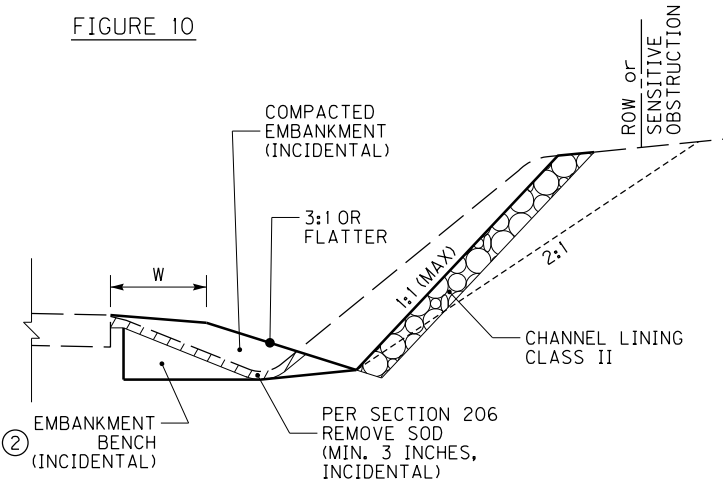
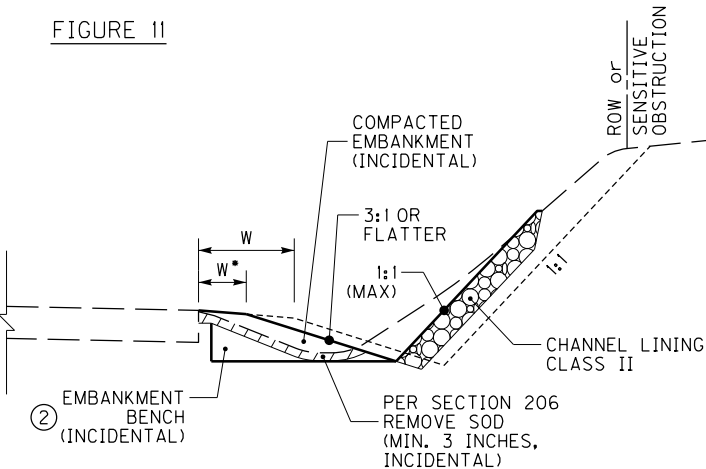
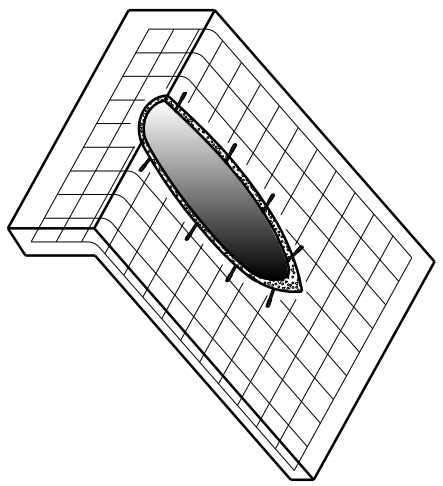
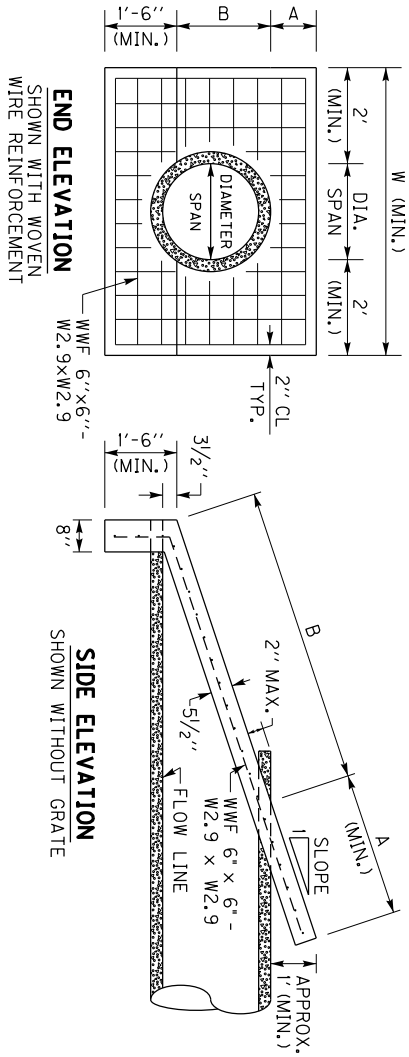


FIGURE 11



- ~ NOTES ~
- BID ITEM AND UNIT TO BID:  
2575 - DITCHING & SHOULDERING - LF
1. THE BID ITEM 'DITCHING & SHOULDERING' SHALL CONSIST OF ANY AND ALL NECESSARY CLEARING & GRUBBING, GRADING, AND/OR RESHAPING OF THE EXISTING SHOULDER, DITCH, AND/OR ROADSIDE TO ACHIEVE THE PROPOSED SHOULDER, DITCH, AND/OR ROADSIDE DIMENSIONS, AS DETAILED ON THE TYPICAL SECTIONS. FINAL PAYMENT WILL BE BASED ON THE ACTUAL LINEAR FEET OF DITCHING AND SHOULDERING PERFORMED, AND WILL INCLUDE ALL WORK AND INCIDENTALS NECESSARY TO PERFORM THE DITCHING AND SHOULDERING ACCORDING TO THESE DETAILS, NOTES, AND ANY OTHER INFORMATION FOUND ELSEWHERE IN THE PROPOSAL OR STANDARD SPECIFICATIONS. IN THE CASE OF A DISCREPANCY, REFER TO SECTION 105.05 OF THE STANDARD SPECIFICATIONS. DEPENDING ON THE EXISTING CONDITIONS ENCOUNTERED, DITCHING AND SHOULDERING MAY ALSO INCLUDE, BUT IS NOT LIMITED TO:
- PROVIDING ADDITIONAL EARTH MATERIAL AND GRADING, SHAPING, AND COMPACTING THE EARTH MATERIAL TO ACHIEVE THE DIMENSIONS SHOWN ON THE TYPICAL SECTIONS. COMPACT MATERIAL ACCORDING TO SECTION 206 OF THE STANDARD SPECIFICATIONS.
  - NOTE: ADDITIONAL EARTH MATERIAL PROVIDED SHALL BE SUITABLE FOR VEGETATION GROWTH.
  - EXCAVATING AND REMOVING EXCESS MATERIAL TO ACHIEVE THE DIMENSIONS SHOWN ON THE TYPICAL SECTIONS
  - EMBANKMENT BENCHING
- ② EMBANKMENT BENCHING WILL BE REQUIRED WHEN THE EXISTING GROUNDLINE HAS AN INCLINE GREATER THAN 15% (APPROX. 6:1). ANY AND ALL REQUIRED EMBANKMENT BENCHING SHALL BE INCIDENTAL TO THE BID ITEM 'DITCHING AND SHOULDERING'. THE FOLLOWING ARE GUIDELINES FOR EMBANKMENT BENCHING USED IN CONJUNCTION WITH THE BID ITEM 'DITCHING AND SHOULDERING':
- THE TYPICAL HEIGHT (OR RISE) IS 1' TO 6'
  - THE TYPICAL WIDTH (OR RUN) WILL VARY BASED ON THE HEIGHT OF THE BENCH
  - MULTIPLE SMALL BENCHES MAY BE USED, AND MAY BE MORE ADVANTAGEOUS AS THIS WILL REQUIRE PROCESSING LESS EARTHWORK.
- SEE SHEET 1 FOR NOTES 3. THRU 8.
9. AS SHOWN IN FIGURE 7, IN SOME SITUATIONS, ALL THAT MAY BE REQUIRED IS TO CLEAN OUT THE EXISTING DITCH AND RESHAPE IT TO THE PROPOSED DIMENSIONS. THE MATERIAL EXCAVATED FROM THE DITCH MAY BE RE-USED ELSEWHERE ON THE PROJECT, PROVIDED THE ENGINEER DETERMINES THE MATERIAL REMOVED FROM THE DITCH IS SUITABLE FOR THE INTENDED RE-USE.
10. AS SHOWN IN FIGURE 8, IN SOME SITUATIONS, THE DITCH AND SHOULDER MAY ONLY NEED MINOR REGRADING AND/OR RESHAPING. THE MATERIAL EXCAVATED FROM THE DITCH MAY BE USED TO RESHAPE THE EARTH SHOULDER, PROVIDED THE ENGINEER DETERMINES THE MATERIAL REMOVED FROM THE DITCH IS SUITABLE FOR SHOULDERING. IF THE MATERIAL IS NOT SUITABLE, ADDITIONAL EARTH MATERIAL MAY BE REQUIRED.
11. AS SHOWN IN FIGURE 9, IN MOST SITUATIONS, REGRADING AND RESHAPING THE ROADSIDE TO ACHIEVE THE PROPOSED SHOULDER, DITCH, AND/OR ROADSIDE DIMENSIONS WILL RESULT IN MOVING THE DITCH FURTHER AWAY FROM THE ROADWAY. IT IS DESIRED THAT DITCH FORESLOPES BE 3:1 OR FLATTER AND DITCH BACKSLOPES BE 2:1 OR FLATTER.
12. AS SHOWN IN FIGURE 10, IF INSTALLING A 2:1 DITCH BACKSLOPE WILL RESULT IN THE TOP OF CUT EXTENDING BEYOND THE RIGHT-OF-WAY OR IMPACTING A SENSITIVE OBSTRUCTION, THEN THE DITCH BACK SLOPE MAY BE INSTALLED STEEPER THAN 2:1, UP TO 1:1 MAXIMUM. IN THIS SITUATION, THE DITCH BACKSLOPE SHALL HAVE CLASS II CHANNEL LINING INSTALLED FOR SLOPE PROTECTION.
13. AS SHOWN IN FIGURE 11, IF USING A 1:1 DITCH BACKSLOPE STILL RESULTS IN THE TOP OF CUT EXTENDING BEYOND THE RIGHT-OF-WAY OR STILL IMPACTS A SENSITIVE OBSTRUCTION, THEN THE PROPOSED EARTH SHOULDER WIDTH MAY BE REDUCED SO THAT THE STEEP DITCH BACKSLOPE CAN BE INSTALLED WITHIN THE RIGHT-OF-WAY AND/OR TO AVOID A SENSITIVE OBSTRUCTION.



**ISOMETRIC VIEW**  
SHOWN WITH WOVEN  
WIRE REINFORCEMENT  
AND WEDGE ANCHORS

~ NOTES ~

1. BID ITEM AND UNIT TO BID: 24575ES610 HEADWALL (SLOPED & MITERED CONCRETE-FOR 1/2 INCH PIPE) - EACH AND GRADED AROUND THE PIPE BEFORE THE CONCRETE SLOPE PAVING IS PLACED. THE INTENT IS FOR THE SLOPED & MITERED HEADWALL TO MATCH THE FINAL EMBANKMENT SLOPE.
2. THE PIPE SHALL BE MITERED AFTER THE CONCRETE SLOPE PAVING HAS BEEN PLACED AND SUFFICIENTLY CURED. THE PIPE SHOULD BE MITERED AS CLOSE TO FLUSH WITH THE SLOPE PAVING AS POSSIBLE, AND NO HIGHER THAN 2" ABOVE THE SLOPE PAVING. HAND FINISHING AND/OR CUTTING MAY BE NECESSARY.
3. THE DIMENSION 'A' IS BASED ON THE FINAL GRADED SLOPE. THE DIMENSION 'B' IS BASED ON CIRCULAR REINFORCED CONCRETE PIPE AT 0° SKEW FOR THE LISTED SLOPE. THE DIMENSION 'W' IS BASED ON THE DIAMETER, OR SPAN, OF THE PIPE. NOTE: THE HEADWALL DIMENSIONS AND CONCRETE QUANTITIES MAY VARY BASED ON THE FINAL GRADED SLOPE, PIPE SKEW, AND/OR TYPE OF PIPE.
4. WOVEN WIRE REINFORCEMENT (WWF 6"x6" - W2.9xW2.9) IS REQUIRED FOR THE SLOPE PAVING AND TOE WALL. UTILIZE 2" CLEARANCE FROM ALL EDGES.
5. CONCRETE QUANTITIES SHOWN ARE FOR ONE (1) HEADWALL.
6. AFTER THE PIPE HAS BEEN MITERED, ANCHOR THE PIPE TO THE CONCRETE SLOPE PAVING BY CORE DRILLING AND INSTALLING 1/2" DIAMETER x 7" LENGTH STEEL WEDGE ANCHORS (3" MINIMUM EMBEDMENT) ON 18" CENTERS ALONG THE SIDES OF THE PIPE. HOLE SIZE & DEPTH, TORQUE, & INSTALLATION PROCEDURES PER RECOMMENDATION OF ANCHOR MANUFACTURE. NOTE: STEEL WEDGE ANCHORS ARE NOT REQUIRED FOR REINFORCED CONCRETE PIPE.
7. THE FOLLOWING SITUATIONS REQUIRE A HEADWALL WITH A GRATE: -24" DIAMETER PIPE ON GREATER THAN 30° SKEW -30" DIAMETER PIPE ON GREATER THAN 15° SKEW -PIPE WITH GREATER THAN 30" DIAMETER. -ELLIPTICAL PIPE GREATER THAN 24" EQUIVALENT DIAMETER SEE SHEET 2 FOR GRATE DETAILS
8. ALL BOLTS AND HARDWARE SHALL BE RUST RESISTANT: ZINC PLATED, STAINLESS STEEL, OR STEEL THAT HAS BEEN GALVANIZED IN ACCORDANCE WITH AASHTO M 232.

DIMENSIONS AND CONCRETE QUANTITIES

PIPE SIZE	3:1 SLOPE				4:1 SLOPE				6:1 SLOPE				GRATE REQUIRED
	A	B	W	CU. YDS. CONCRETE	A	B	W	CU. YDS. CONCRETE	A	B	W	CU. YDS. CONCRETE	
15"	3'	3'-7 1/2"	5'-3"	0.74	4'	4'-8 3/4"	5'-3"	0.93	6'	6'-11 3/4"	5'-3"	1.29	NO
18"	3'	4'-5 3/4"	5'-6"	0.85	4'	5'-10"	5'-6"	1.05	6'	8'-7 1/4"	5'-6"	1.48	NO
24"	3'	6'-2 1/2"	6'-0"	1.05	4'	8'-1"	6'-0"	1.32	6'	11'-11"	6'-0"	1.87	SEE ⑦
30"	3'	7'-10 3/4"	6'-6"	1.43	4'	10'-3 3/4"	6'-6"	1.80	6'	15'-2 1/2"	6'-6"	2.28	SEE ⑦

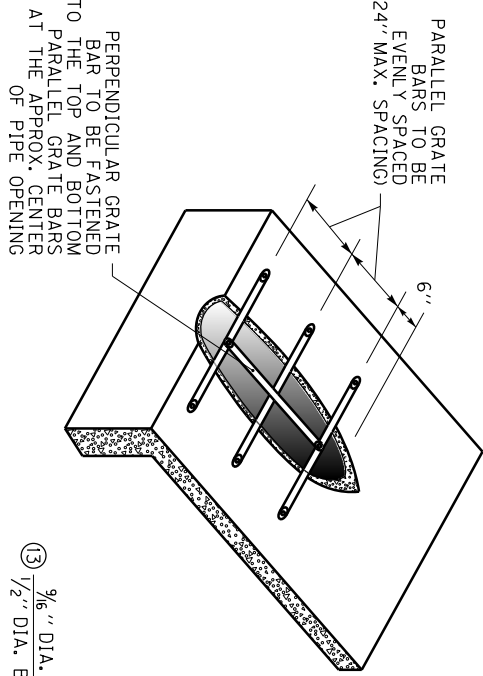
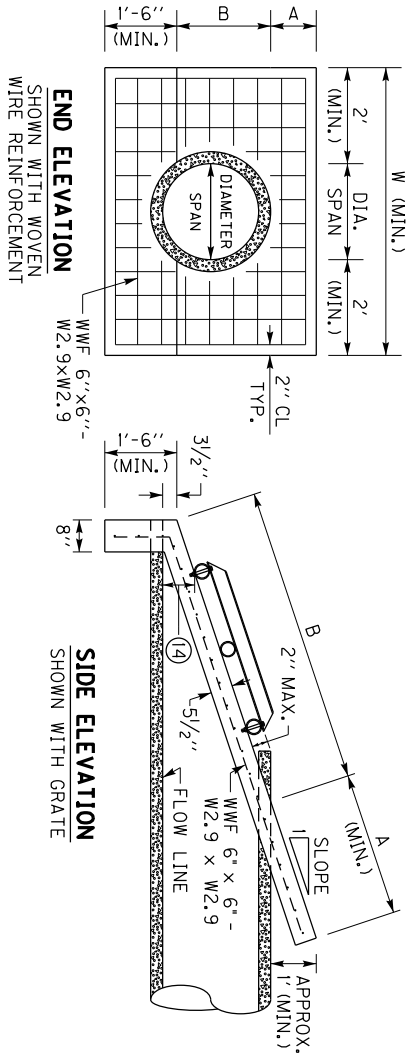
NOTE: CONCRETE QUANTITIES ARE LISTED FOR INFORMATIONAL PURPOSES ONLY.

NOT TO SCALE

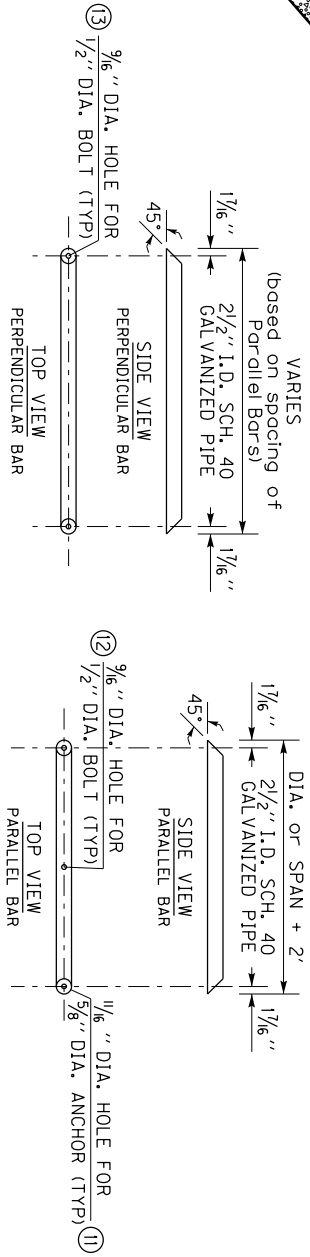
<b>KENTUCKY</b>
<b>DEPARTMENT OF HIGHWAYS</b>
SLOPED & MITERED CONCRETE HEADWALL (SHEET 1 OF 2)

SEE SHEET 2 FOR  
DIMENSIONS OF  
HEADWALLS FOR PIPE  
OVER 30" DIAMETER

COUNTY OF	ITEM NO.	SHEET NO.
-----------	----------	-----------



ISOMETRIC VIEW  
SHOWING HEADWALL  
WITH GRATE



PIPE FOR GRATE DETAILS  
SEE NOTE 6 TO DETERMINE  
IF GRATE IS REQUIRED

~ NOTES ~

1. BID ITEM AND UNIT TO BID: 24575ES610 HEADWALL (SLOPED & MITERED CONCRETE-FOR 1 INCH PIPE) - EACH SEE SHEET 1 FOR NOTES 1 THRU 5
2. THE FOLLOWING SITUATIONS REQUIRE A HEADWALL WITH A GRATE:
  - 7. 24" DIAMETER PIPE ON GREATER THAN 30° SKEW
  - 8. 30" DIAMETER PIPE ON GREATER THAN 15° SKEW
  - 9. PIPE WITH GREATER THAN 30" DIAMETER
  - 10. ELLIPTICAL PIPE GREATER THAN 24" EQUIVALENT DIAMETER
  - 11. ALL BOLTS AND HARDWARE SHALL BE RUST RESISTANT: ZINC PLATED, STAINLESS STEEL, OR STEEL THAT HAS BEEN GALVANIZED IN ACCORDANCE WITH AASHTO M 232.
  - 12. THE PIPE USED TO CONSTRUCT THE GRATE SHALL BE STEEL, SCHEDULE 40, CONFORMING TO ASTM A53, AND GALVANIZED IN ACCORDANCE WITH AASHTO M 111 AFTER FABRICATION.
  - 13. ANY RAW METAL EXPOSED BY FIELD CUTTING AND/OR DRILLING SHALL BE TREATED WITH A COLD GALVANIZING COMPOUND.
  - 14. FASTEN PARALLEL BARS TO HEADWALL WITH 5/8" DIA. x 4 1/2" LENGTH STEEL WEDGE ANCHORS, MINIMUM EMBEDMENT = 2 3/4" HOLE SIZE AND DEPTH, TORQUE, & INSTALLATION PROCEDURES PER RECOMMENDATION OF ANCHOR MANUFACTURE
  - 15. CENTER BOLT HOLE SHALL ONLY BE DRILLED IN THE TOP AND BOTTOM PARALLEL BARS.
  - 16. FASTEN THE PERPENDICULAR BAR TO THE TOP AND BOTTOM PARALLEL BARS WITH 1/2" DIA. x 4" LENGTH HEX HEAD BOLTS, HEX HEAD NUTS, & FLAT WASHERS.
  - 17. THE BOTTOM PARALLEL BAR IS TO BE PLACED SO THAT IT IS APPROX. 6" ABOVE THE FLOWLINE OF THE PIPE.

DIMENSIONS AND CONCRETE QUANTITIES									
PIPE SIZE	3:1 SLOPE			4:1 SLOPE			6:1 SLOPE		
	A	B	W	A	B	W	A	B	W
36"	3'	9'-7 1/2"	7'-0"	4'	12'-6 1/2"	7'-0"	6'	18'-6"	7'-0"
42"	3'	11'-4"	7'-6"	4'	14'-9 1/4"	7'-6"	6'	21'-9 1/2"	7'-6"

NOTE: CONCRETE QUANTITIES ARE LISTED FOR INFORMATIONAL PURPOSES ONLY.

SEE SHEET 1 FOR  
DIMENSIONS OF  
HEADWALLS FOR PIPE  
30" DIAMETER & LESS

<b>KENTUCKY</b> <b>DEPARTMENT OF HIGHWAYS</b>
SLOPED & MITERED CONCRETE HEADWALL (SHEET 2 OF 2)

NOT TO SCALE

The diagram illustrates the typical dimensions for three types of mileage marker signs: 3-Digit, 2-Digit, and 1-Digit.

- Sign Height:** All signs are 48 inches high.
- Sign Width:** All signs are 4 feet wide.
- Marker Types:**
  - 3 DIGITS:** Features a single triangle marker pointing right.
  - 2 DIGITS:** Features two triangle markers pointing right.
  - 1 DIGIT:** Features one triangle marker pointing right.
- Dimensions:**
  - Top Section (3 DIGITS):** The sign is positioned 12 inches from the top of the pavement. The distance from the sign face to the shoulder edge is 4'-0" min.
  - Middle Section (2 DIGITS):** The sign is positioned 12 inches from the top of the pavement. The distance from the sign face to the shoulder edge is 4'-0" min.
  - Bottom Section (1 DIGIT):** The sign is positioned 12 inches from the top of the pavement. The distance from the sign face to the shoulder edge is 4'-0" min.
- Labels:** The signs are labeled "MILE 4 SERIES B".
- Other Labels:** "SHOULDER", "EDGE OF PAVEMENT", "ELEVATION", "3 DIGITS", "2 DIGITS", "1 DIGIT".

[illegible]

NOTE: STATION NUMBERS ARE GIVEN FOR NOTED DIRECTION OF TRAVEL ONLY. CORRESPONDING MILEPOST MARKERS FOR OTHER DIRECTION SHOULD BE PLACED DIRECTLY OPPOSITE THOSE FOR WHICH STATION NUMBERS ARE GIVEN.

IN JEFFERSON COUNTY, FINAL LOCATION OF MILEPOST MARKERS SHALL BE VERIFIED BY TRIARC, NOTIFY TRIARC AT LEAST TWO WEEKS PRIOR TO BEGINNING WORK ON THIS ITEM:

901 WEST MAIN STREET  
LOUISVILLE, KY 40202  
502-587-6624  
270-307-7456

Figure 1 shows six technical drawings of a 12.5mm diameter bolt and nut assembly. The drawings are arranged in two rows of three. The top row shows the bolt from three different perspectives: a top view, a side view, and an end view. The bottom row shows the nut from three different perspectives: a top view, a side view, and an end view. The drawings include dimensions in millimeters (mm) and a scale bar.

**Bolt Dimensions:**

- Head diameter: 12.5mm
- Head height: 1.5mm
- Shank diameter: 12.5mm
- Thread length: 12mm
- Unthreaded length: 8mm
- Total length: 20mm

**Nut Dimensions:**

- Height: 1.5mm
- Shank diameter: 12.5mm
- Thread length: 12mm
- Unthreaded length: 8mm
- Total length: 20mm

The drawings are labeled with 'BOLT' and 'NUT' and include a scale bar.

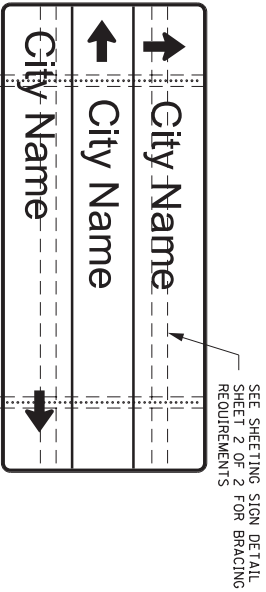
2) ATTACHMENT OF SECONDARY SIGN TO MAJOR SIGN IS TO BE MADE WITH TWO (2) 3 X 3-X ANGLES OF SUFFICIENT LENGTH TO EXTEND FROM THE LOWER EDGE OF THE SECONDARY SIGN TO AT LEAST THREE FEET UP THE BACK OF THE MAJOR SIGN. A MINIMUM OF ONE POST CLIP PER FOOT SHALL BE USED IN ATTACHING EXTENSIONS TO EACH ANGLE.

NOTE: SHOULD A SIGN BE LOCATED AT A POINT WHERE GUARDRAIL IS CALLED FOR OR EXISTING, ALL SIGN SUPPORTS SHALL BE PLACED BEHIND THE GUARDRAIL AND LATERAL OFFSET SHALL BE MEASURED FROM THE GUARDRAIL.

Diagram illustrating the placement of a face-of-sign or mile marker on a road shoulder. The sign is placed 3 feet from the edge of the shoulder. The shoulder is 30 feet wide. The road is 30 feet wide. Traffic is indicated by an arrow pointing right.

## SIGNING POSITIONING DETAIL SHEET

COUNTY OF	ITEM NO.	SHEET NO.

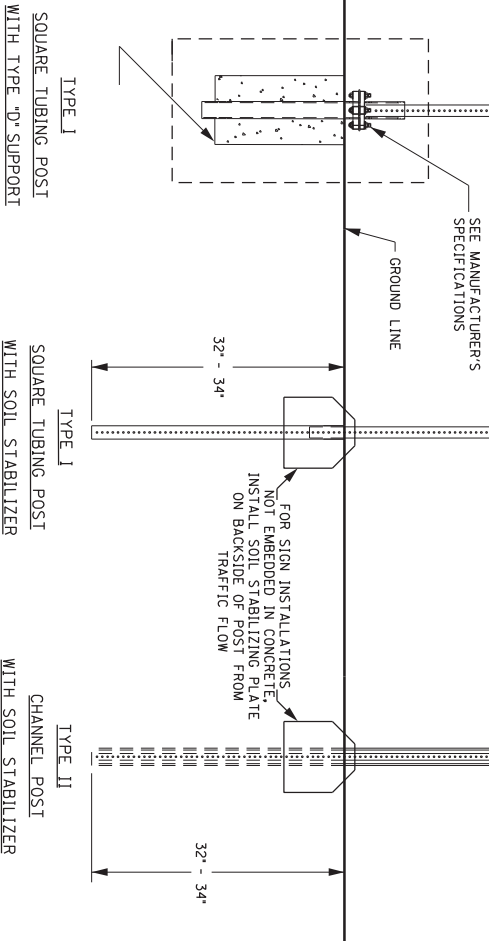


NOTE: SEE SIGN DETAIL SHEETS FOR QUANTITY, LENGTH, SIZE AND GAUGE OF TYPE I POSTS

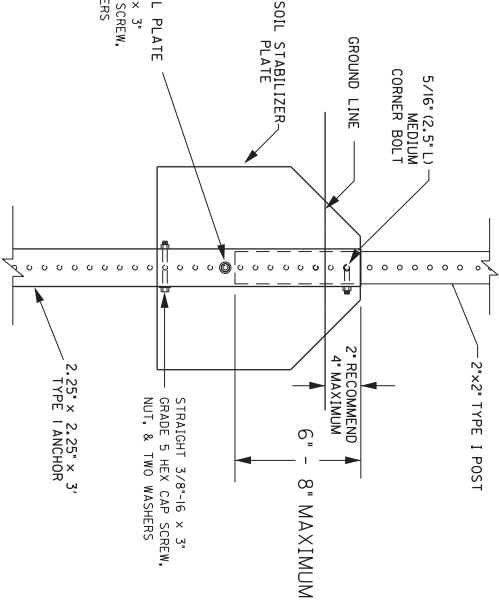
PLAN VIEW  
NOT TO SCALE



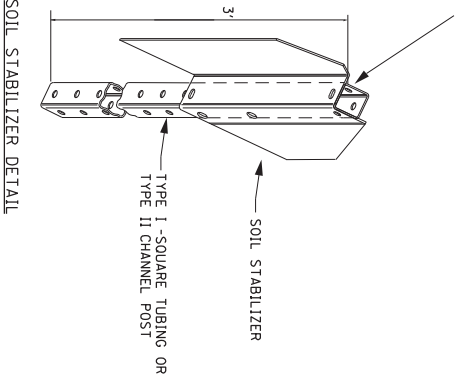
PLAN VIEW  
NOT TO SCALE



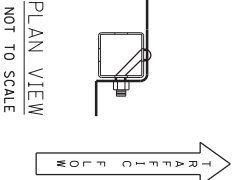
ADDED HOLE IN SOIL PLATE  
STRAIGHT 3/8"-16 x 3"  
GRADE 5 HEX CAP SCREW,  
NUT, & TWO WASHERS



HOLES ARE 1" ON CENTER



SOIL STABILIZER DETAIL  
FOR TYPE I POST



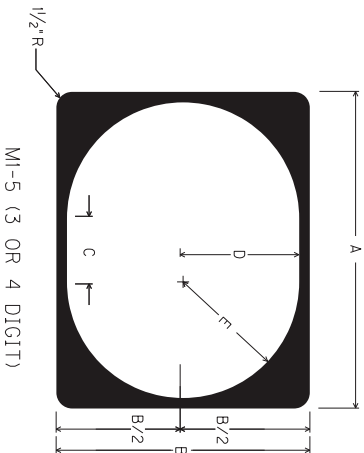
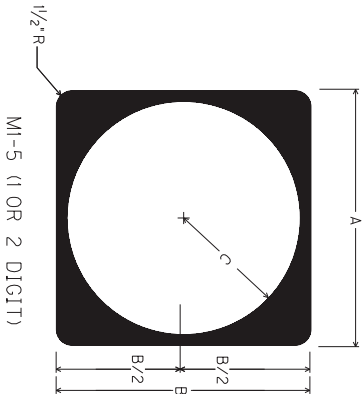
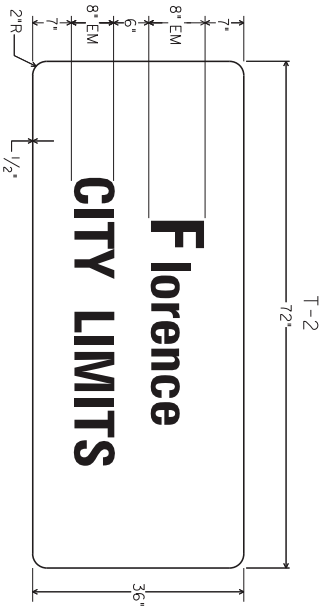
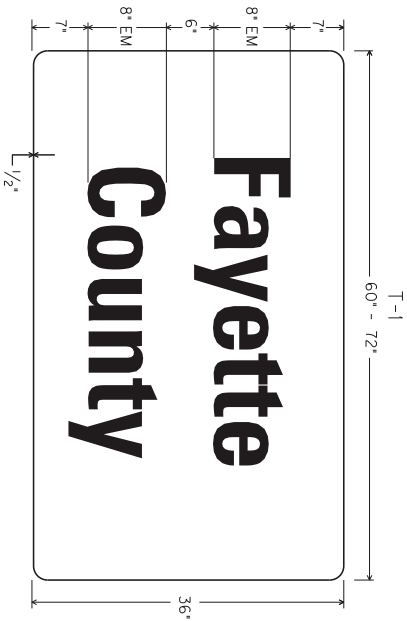
NOT TO SCALE

SHEETING SIGN DETAIL  
SHEET 1 OF 2





COUNTY OF	ITEM NO.	SHEET NO.

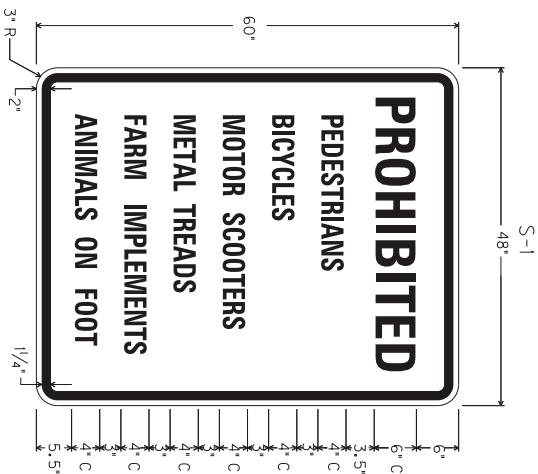


A	B	C	FONT
CONVENTIONAL	24"	11"	12D
EXPRESSWAY/ FREEWAY	36"	17"	18D

A	B	C	D	E	FONT
CONVENTIONAL	30"	24"	6"	11"	12D
EXPRESSWAY/ FREEWAY	45"	36"	9"	16.5"	18D

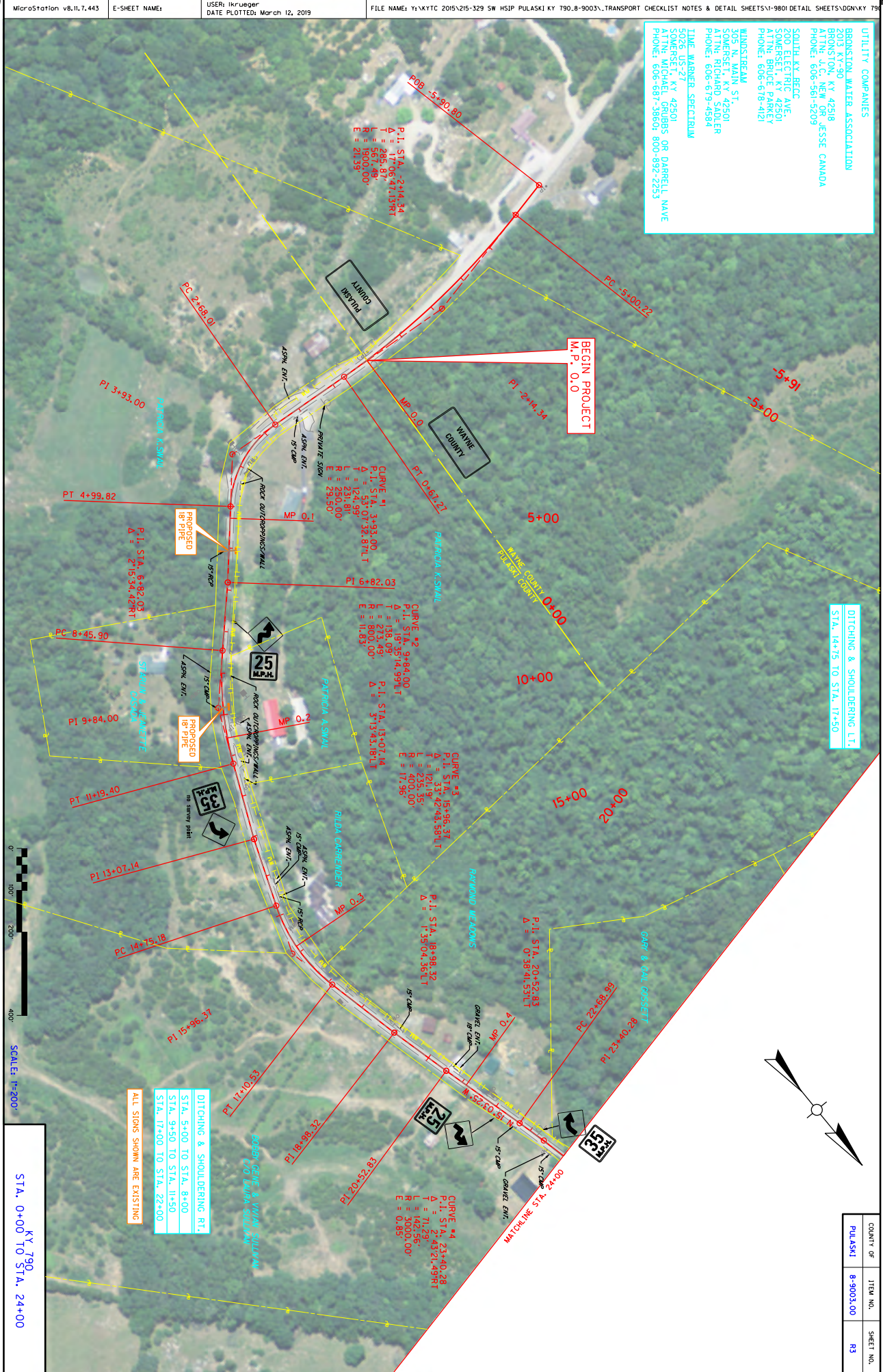
NOTE: FOR ROUTE MARKERS, IF NECESSARY,  
ADJUSTMENTS TO THE DIGIT LAYOUT AND/OR FONT  
TYPE MAY BE MADE TO ENSURE VISUAL ACUITY

NOTE: EXPRESSWAY/FREEWAY DEFINED  
AS A DIVIDED HIGHWAY WITH PARTIAL  
OR FULL CONTROL OF ACCESS



NOT TO SCALE

TYPICAL SIGNS



UTILITY COMPANIES  
BRONSTON WATER ASSOCIATION  
203 KY-90  
BRONSTON, KY 42518  
ATTN: J.C. NEW OR JESSE CANADA  
PHONE: 606-561-9209  
SOUTHERN KY. BECC  
200 ELECTRIC AVE.  
SOMERSET, KY 42501  
ATTN: BILLYE B. BROWN  
PHONE: 606-678-4151  
WINDSTREAM  
205 N. MAIN ST.  
SOMERSET, KY 42501  
ATTN: RICHARD SAULIER  
PHONE: 606-679-4584  
TIME WARNER SPECTRUM  
500 E. 2ND ST.  
SOMERSET, KY 42501  
ATTN: MICHAEL GRUBBS OR DARELL NAVE  
PHONE: 606-687-3860; 800-892-2253

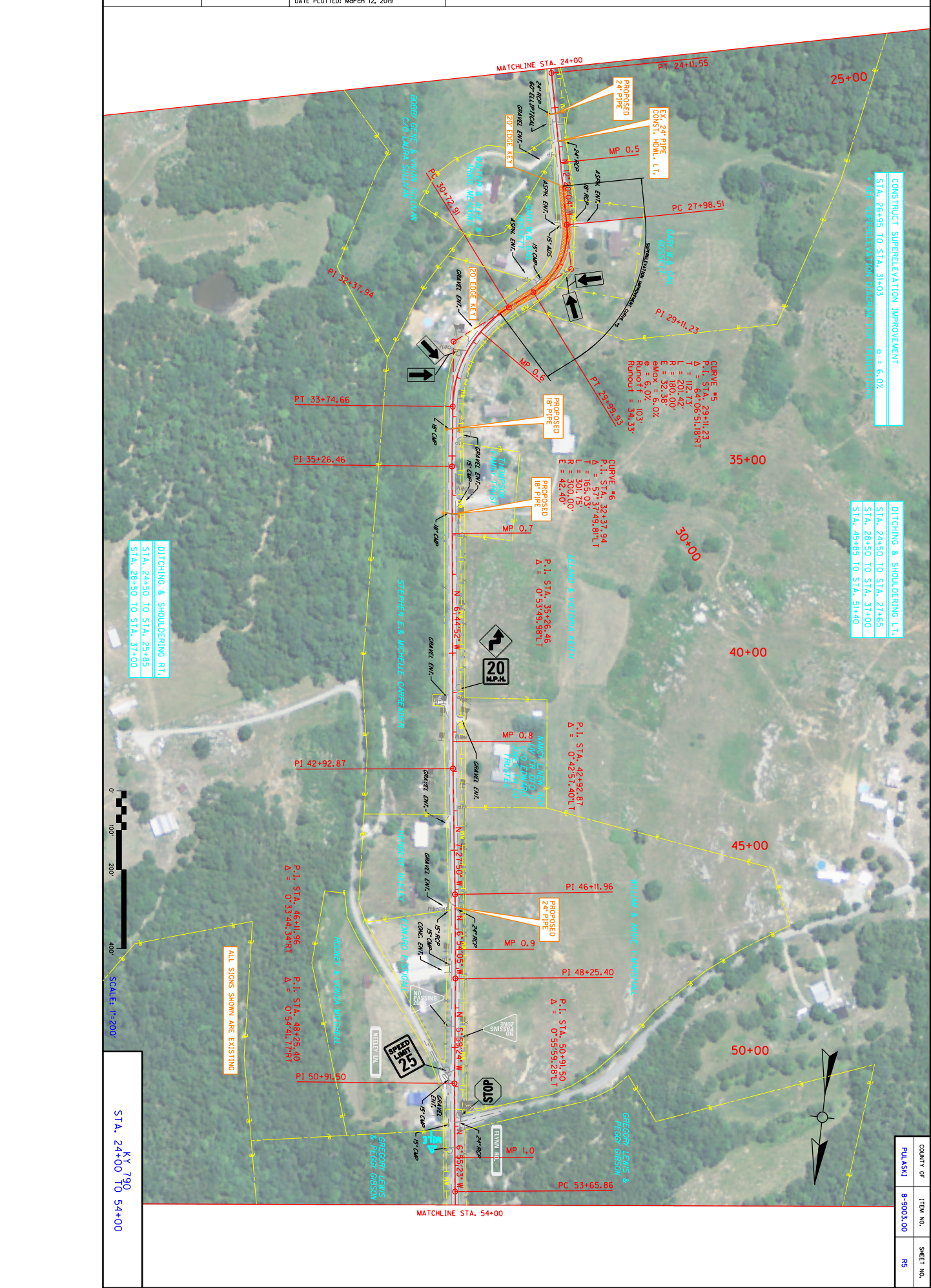
DITCHING & SHOULDERING R.T.  
STA. 14+15 TO STA. 17+50

DITCHING & SHOULDERING R.T.  
STA. 9+50 TO STA. 11+50  
STA. 17+00 TO STA. 22+00  
ALL SIGNS SHOWN ARE EXISTING

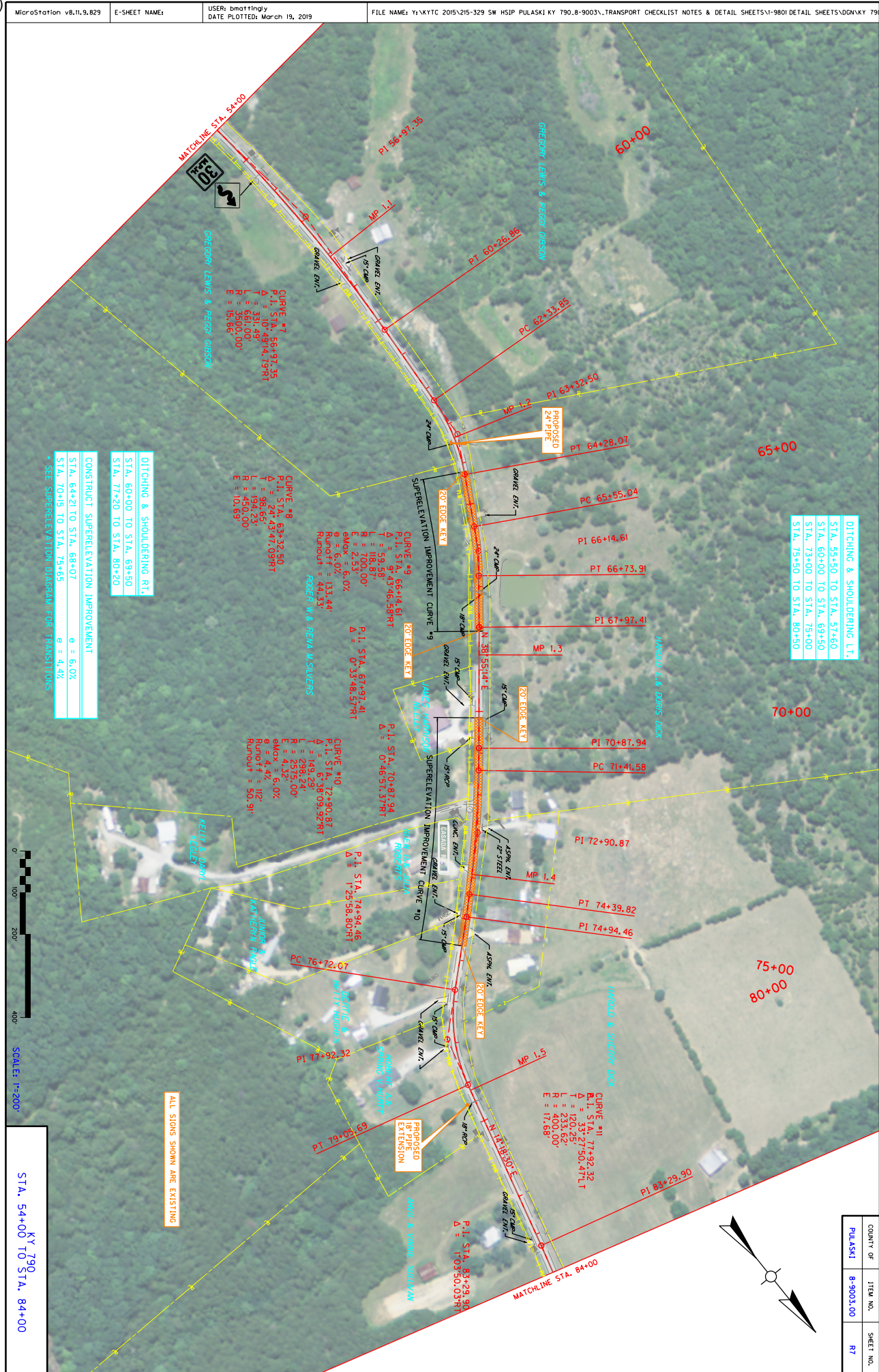
KY 790  
STA. 0+00 TO STA. 24+00

COUNT OF	ITEM NO.	SHEET NO.
PULASKI	8-9003.00	R3

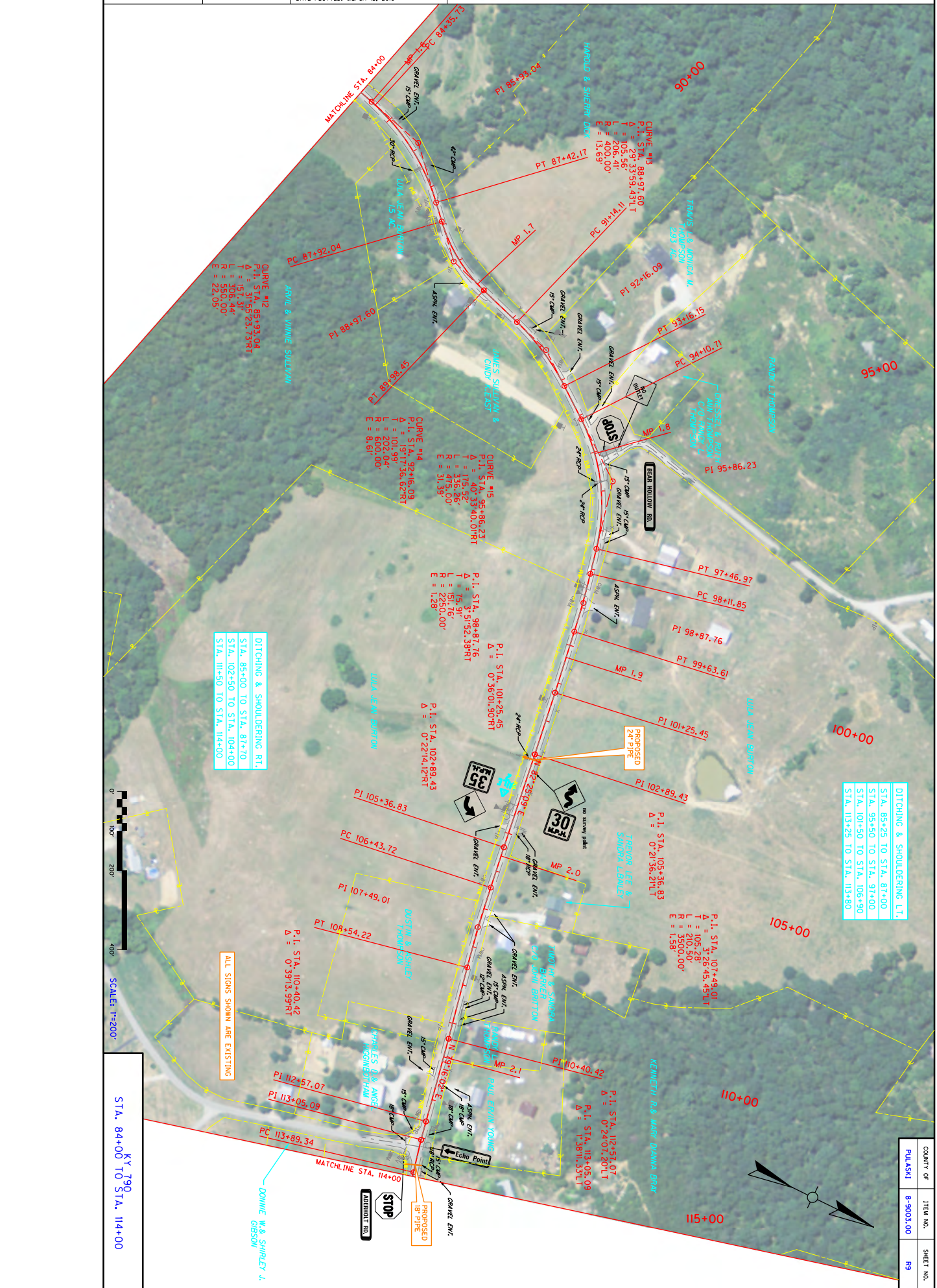








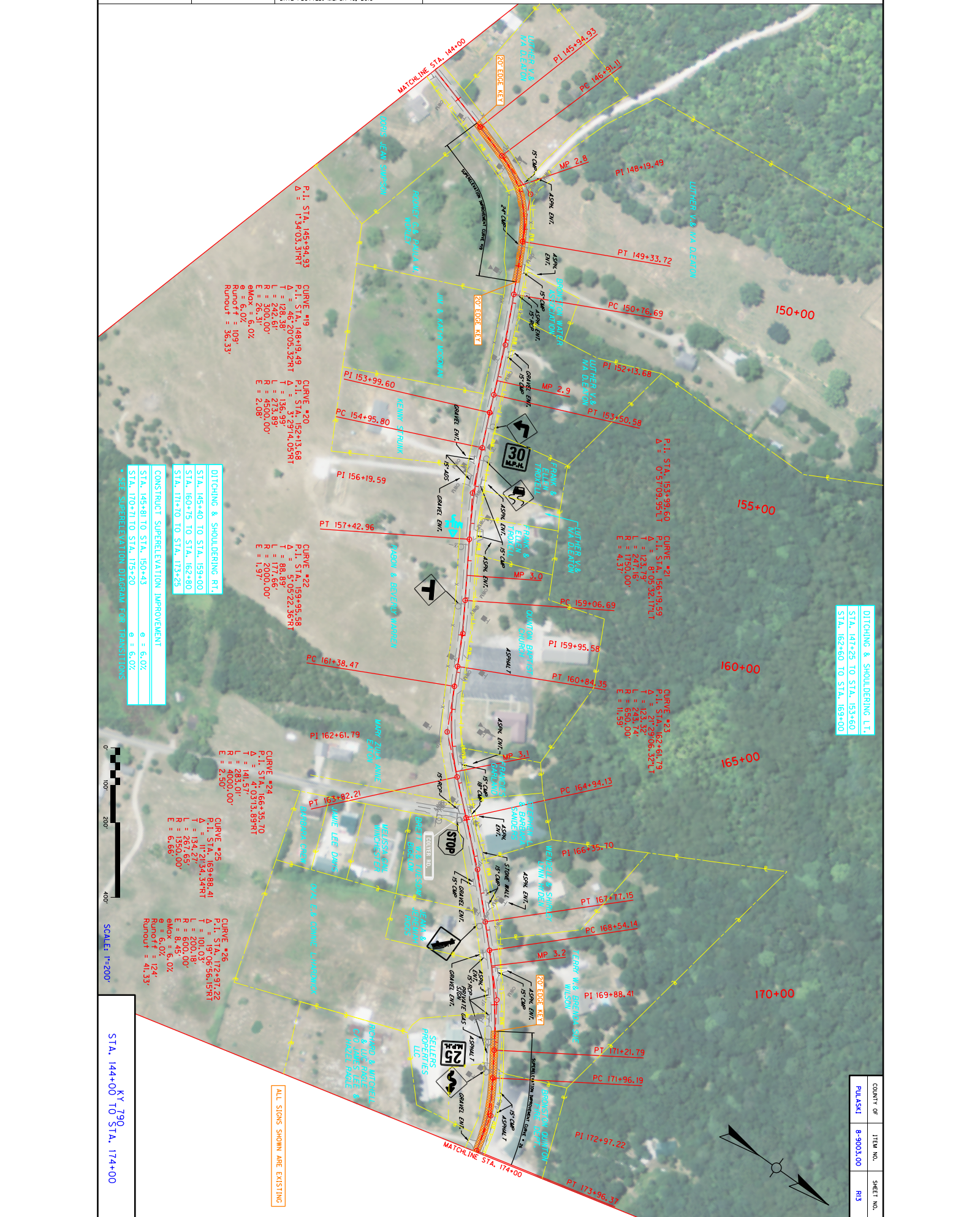




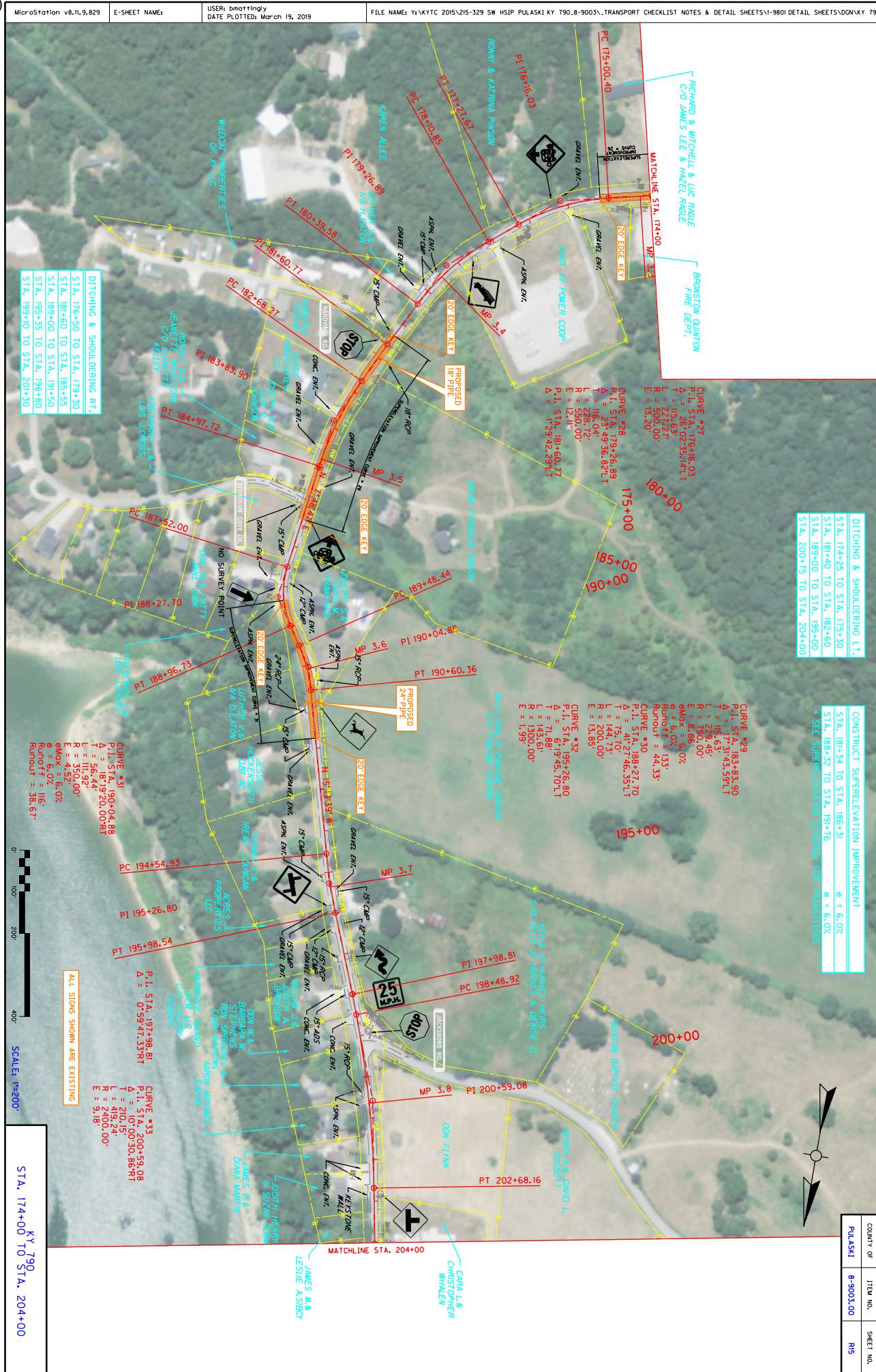




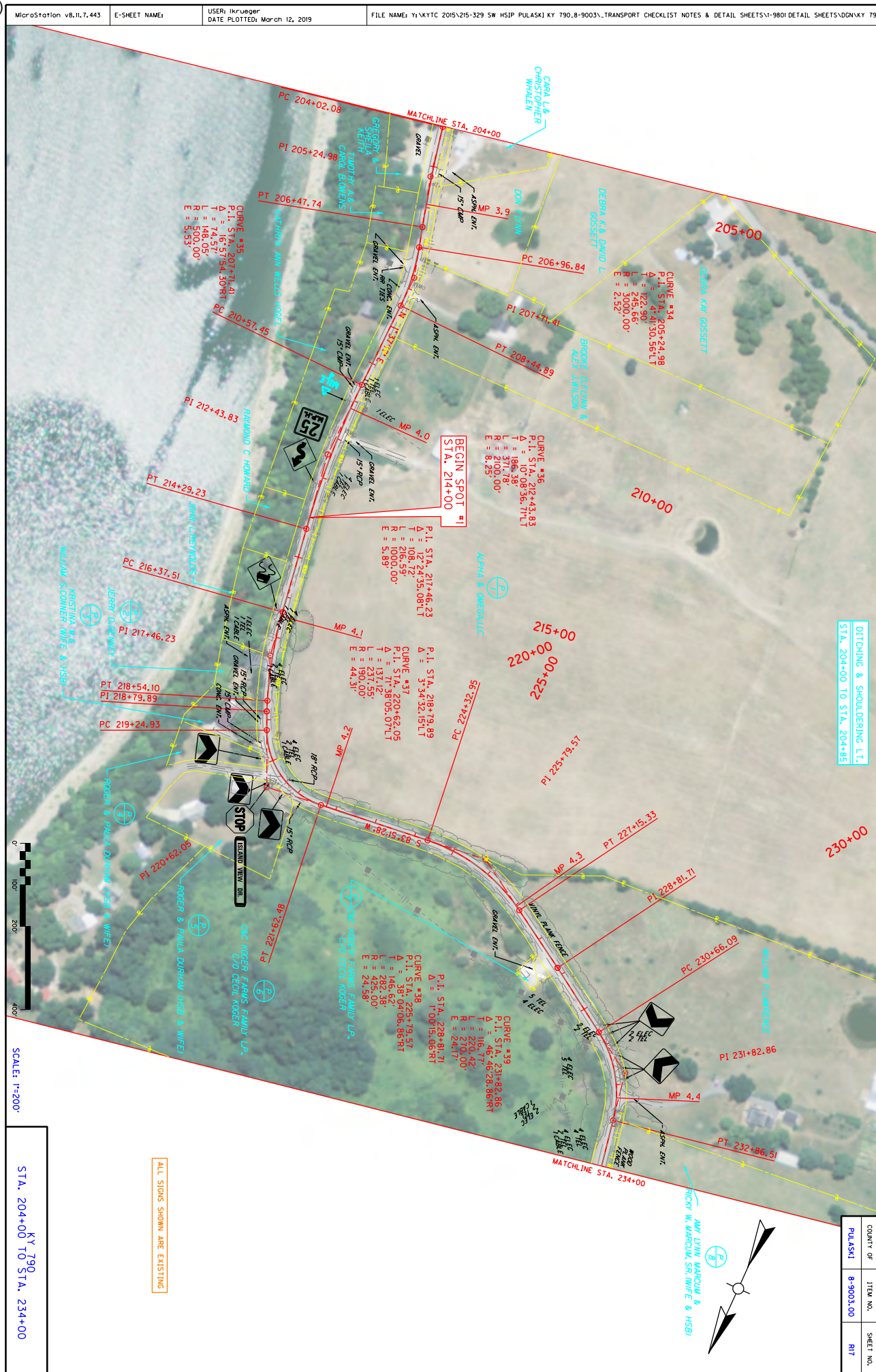








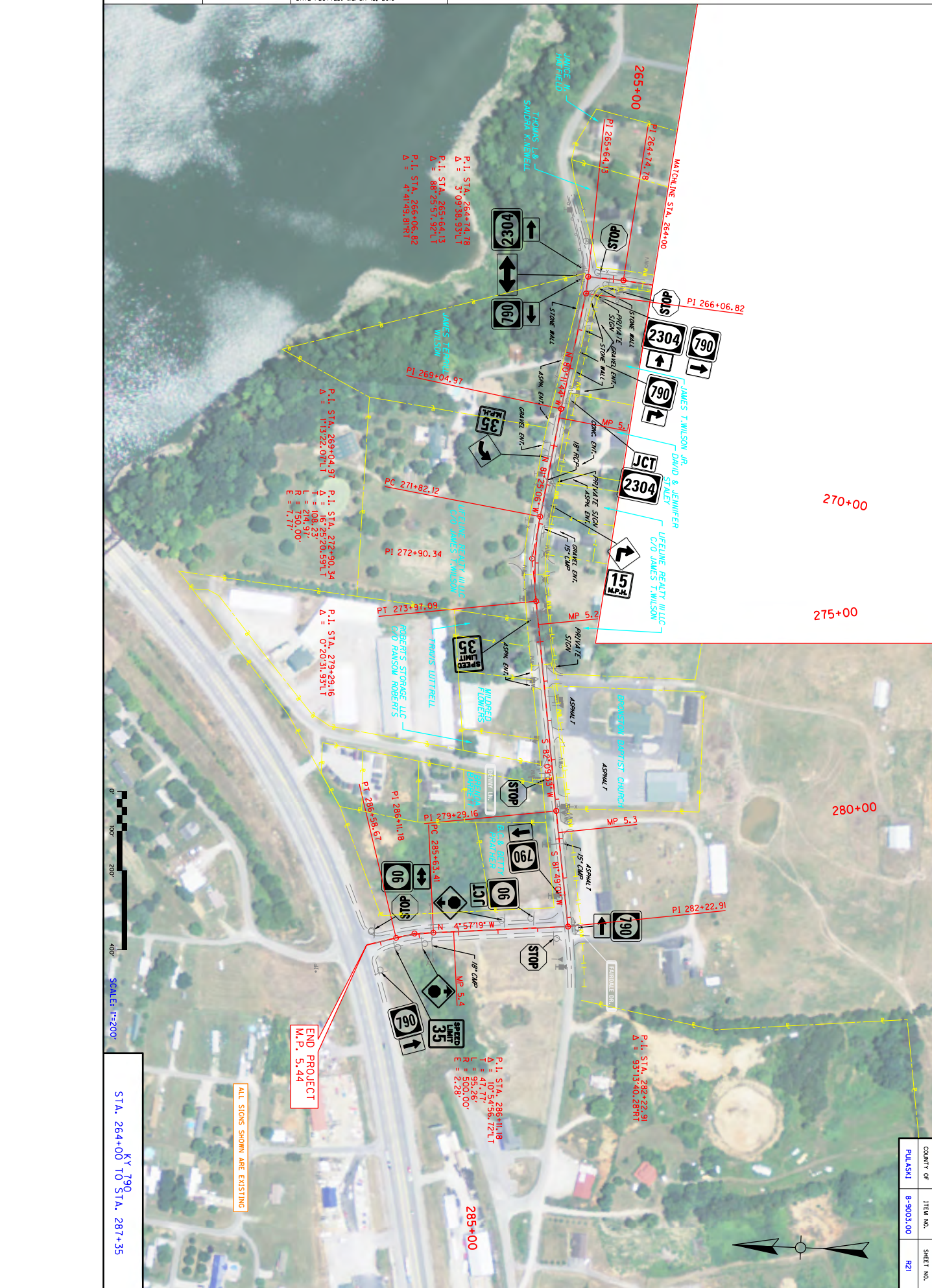


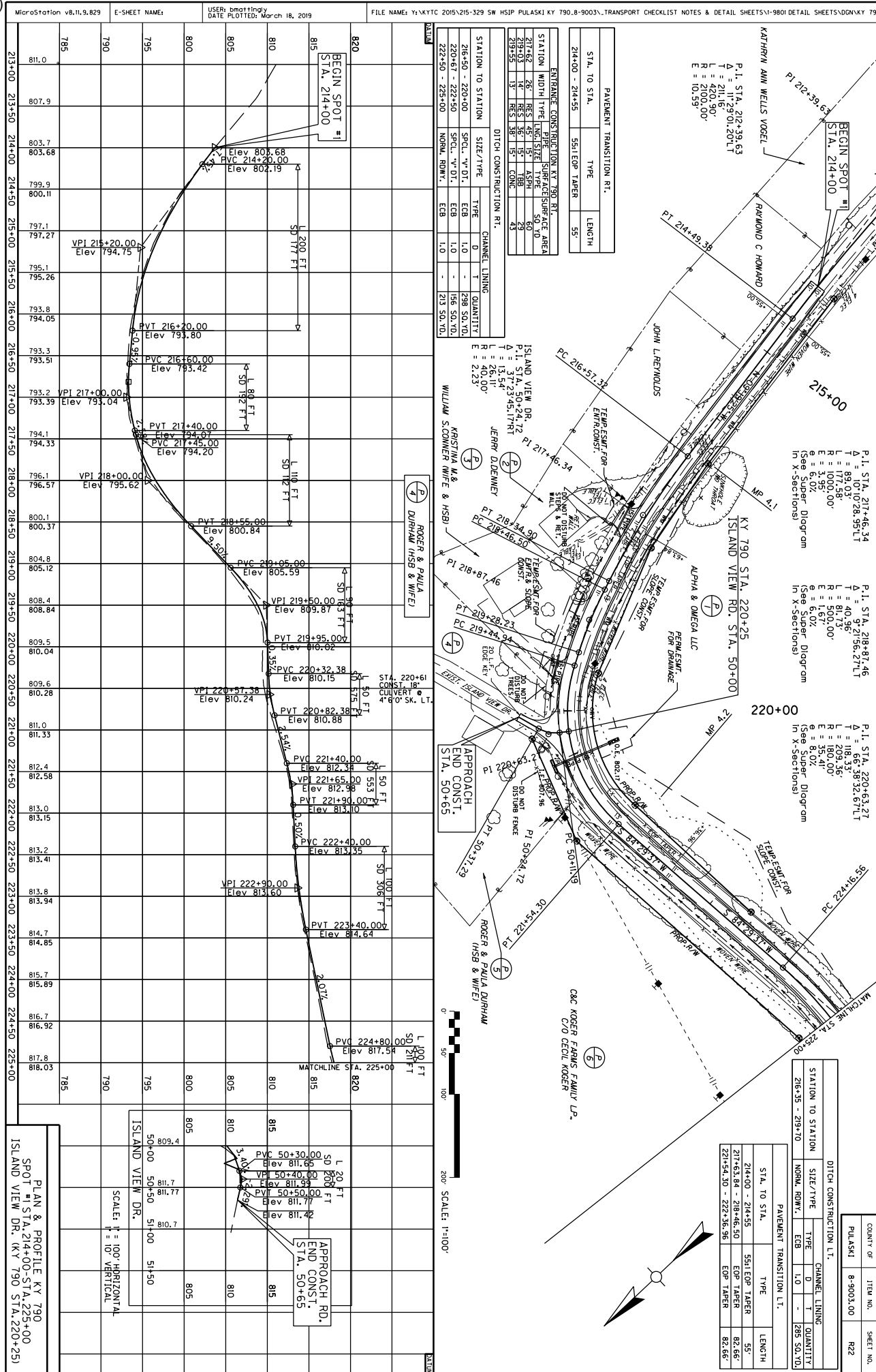






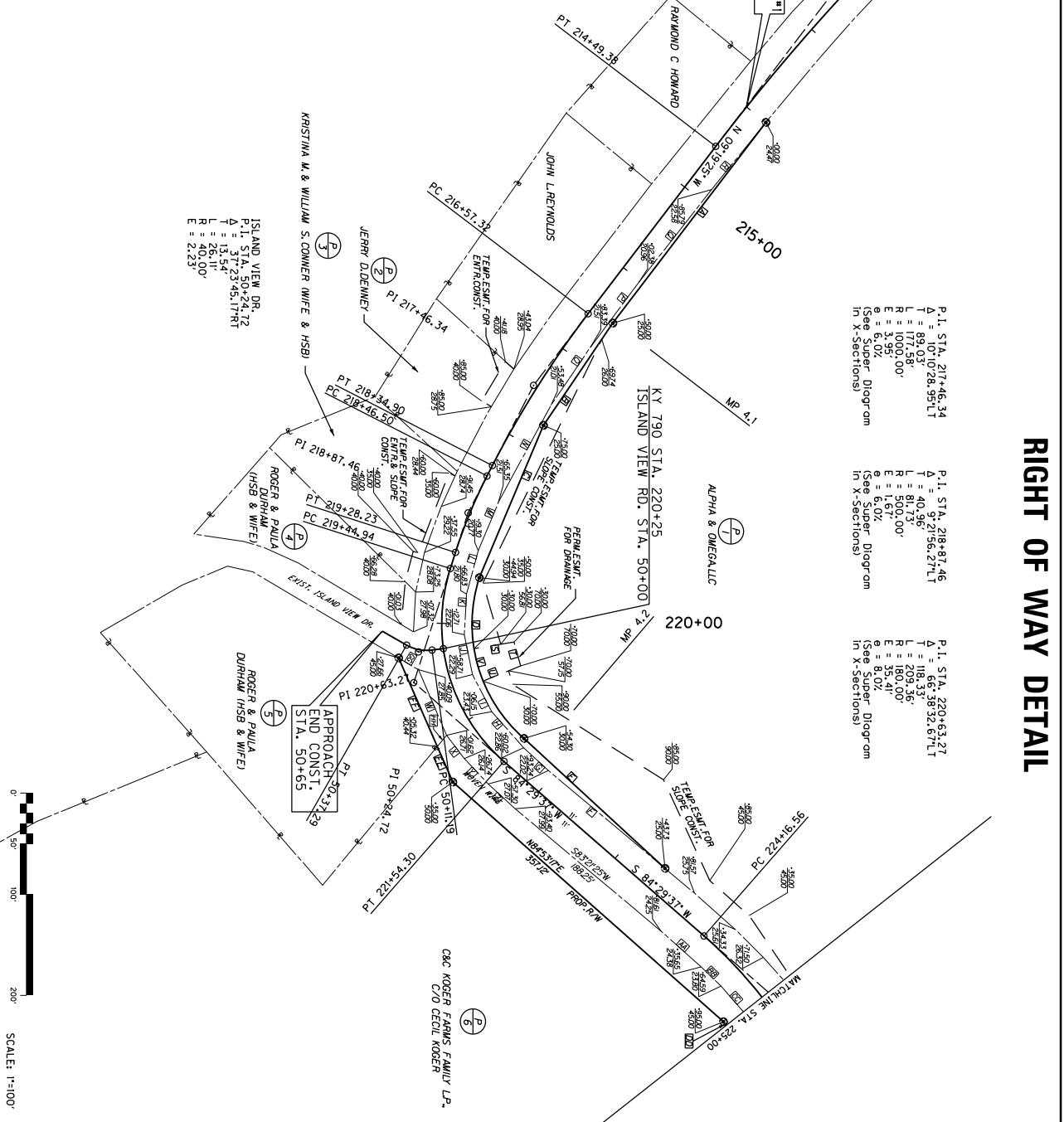






MicroStation v8.11.7.443 E-SHEET NAME: USER: kkrueger DATE PLOTTED: March 12, 2019 FILE NAME: Y:\KYTC 2015\215-329 SW HSIP PULASKI KY 790.8-9003\TRANSPORT CHECKLIST NOTES & DETAIL SHEETS\VI-980\DETAIL SHEETS\DOGVKY 790

LD	BEARING	DISTANCE
1	N 89°57'35"W	220.32
2	N 89°57'35"W	65.39
3	N 89°57'35"W	65.39
4	N 89°57'35"W	65.39
5	N 89°57'35"W	65.39
6	N 89°57'35"W	65.39
7	N 89°57'35"W	65.39
8	N 89°57'35"W	65.39
9	N 89°57'35"W	65.39
10	N 89°57'35"W	65.39
11	N 89°57'35"W	65.39
12	N 89°57'35"W	65.39
13	N 89°57'35"W	65.39
14	N 89°57'35"W	65.39
15	N 89°57'35"W	65.39
16	N 89°57'35"W	65.39
17	N 89°57'35"W	65.39
18	N 89°57'35"W	65.39
19	N 89°57'35"W	65.39
20	N 89°57'35"W	65.39
21	N 89°57'35"W	65.39
22	N 89°57'35"W	65.39
23	N 89°57'35"W	65.39
24	N 89°57'35"W	65.39
25	N 89°57'35"W	65.39
26	N 89°57'35"W	65.39
27	N 89°57'35"W	65.39
28	N 89°57'35"W	65.39
29	N 89°57'35"W	65.39
30	N 89°57'35"W	65.39
31	N 89°57'35"W	65.39
32	N 89°57'35"W	65.39
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36	N 89°57'35"W	65.39
37	N 89°57'35"W	65.39
38	N 89°57'35"W	65.39
39	N 89°57'35"W	65.39
40	N 89°57'35"W	65.39
41	N 89°57'35"W	65.39
42	N 89°57'35"W	65.39
43	N 89°57'35"W	65.39
44	N 89°57'35"W	65.39
45	N 89°57'35"W	65.39
46	N 89°57'35"W	65.39
47	N 89°57'35"W	65.39
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53	N 89°57'35"W	65.39
54	N 89°57'35"W	65.39
55	N 89°57'35"W	65.39
56	N 89°57'35"W	65.39
57	N 89°57'35"W	65.39
58	N 89°57'35"W	65.39
59	N 89°57'35"W	65.39
60	N 89°57'35"W	65.39
61	N 89°57'35"W	65.39
62	N 89°57'35"W	65.39
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87	N 89°57'35"W	65.39
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97	N 89°57'35"W	65.39
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99	N 89°57'35"W	65.39
100	N 89°57'35"W	65.39

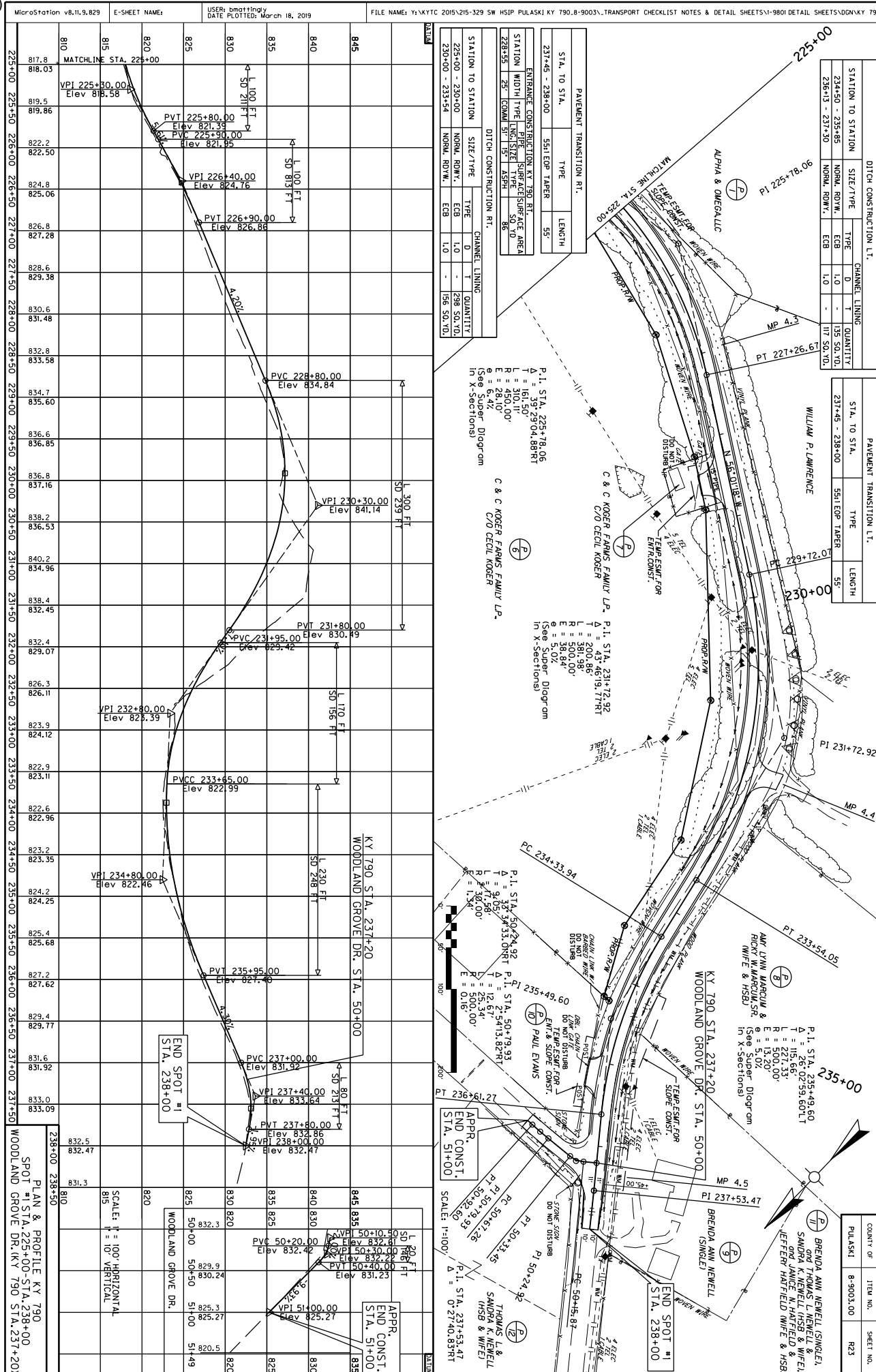


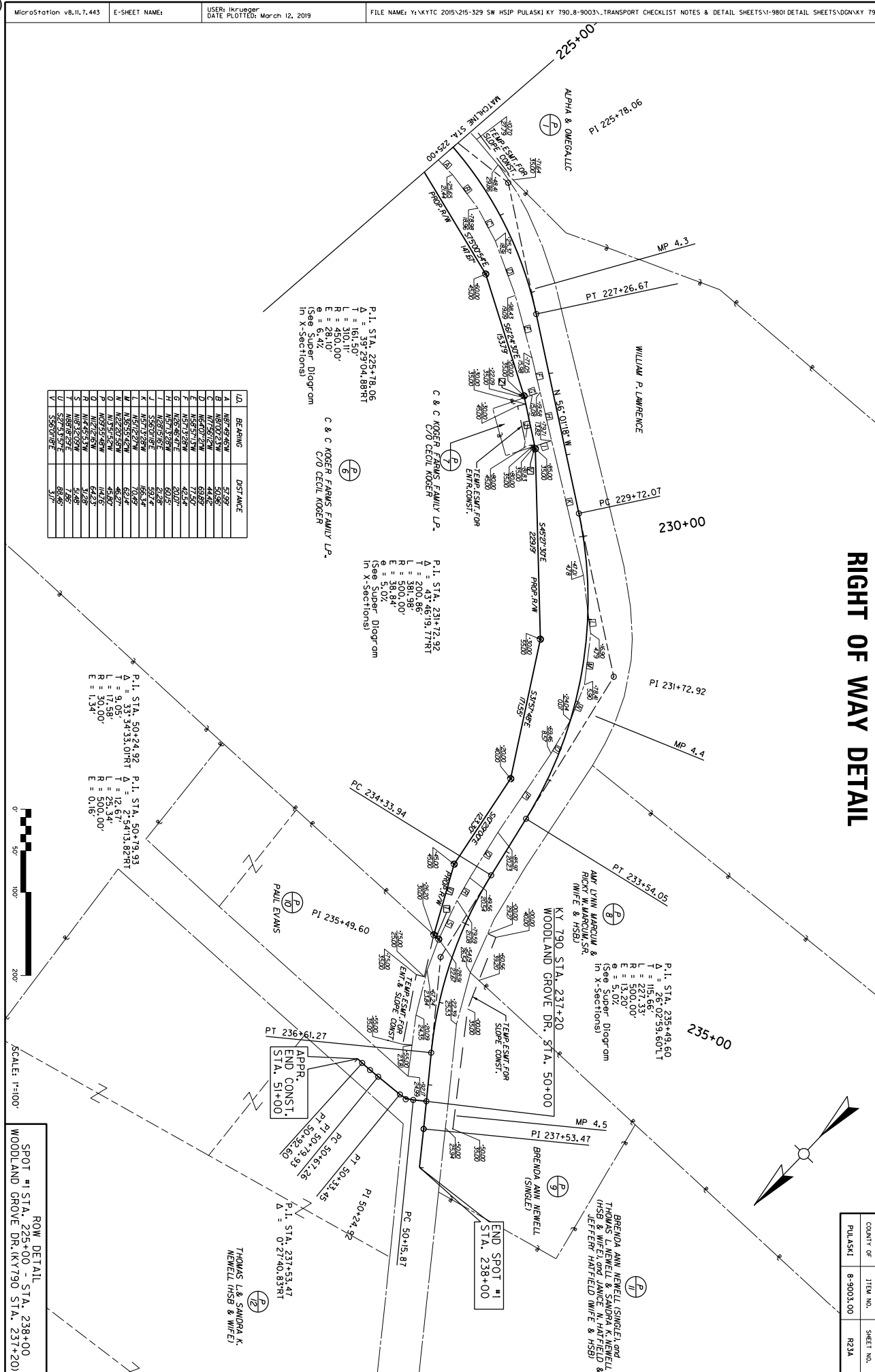
RIGHT OF WAY DETAIL

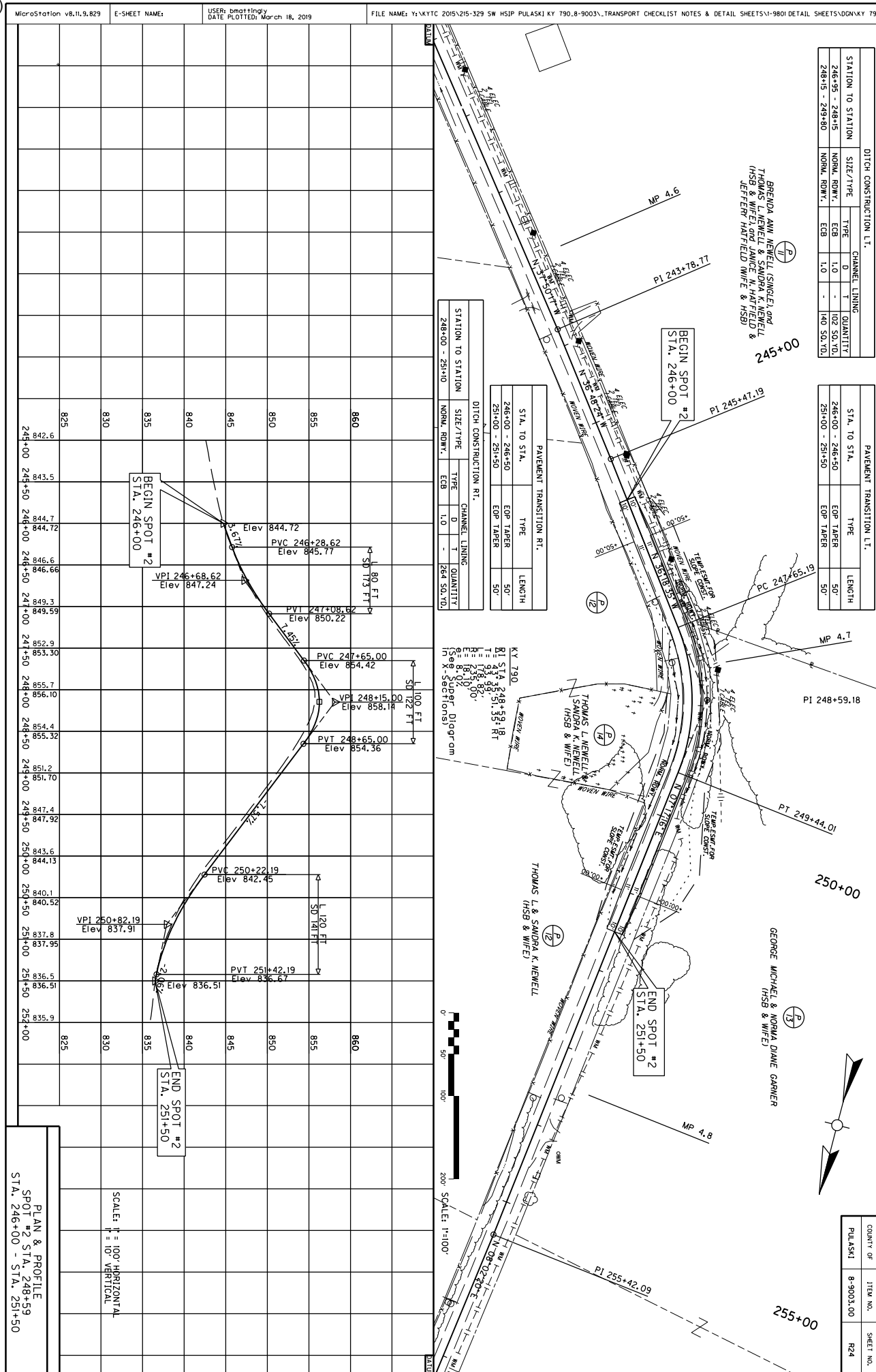
SPOT #1 STA. 214+00 - STA. 225+00  
ISLAND VIEW DR. (KY 790 STA. 220+25)

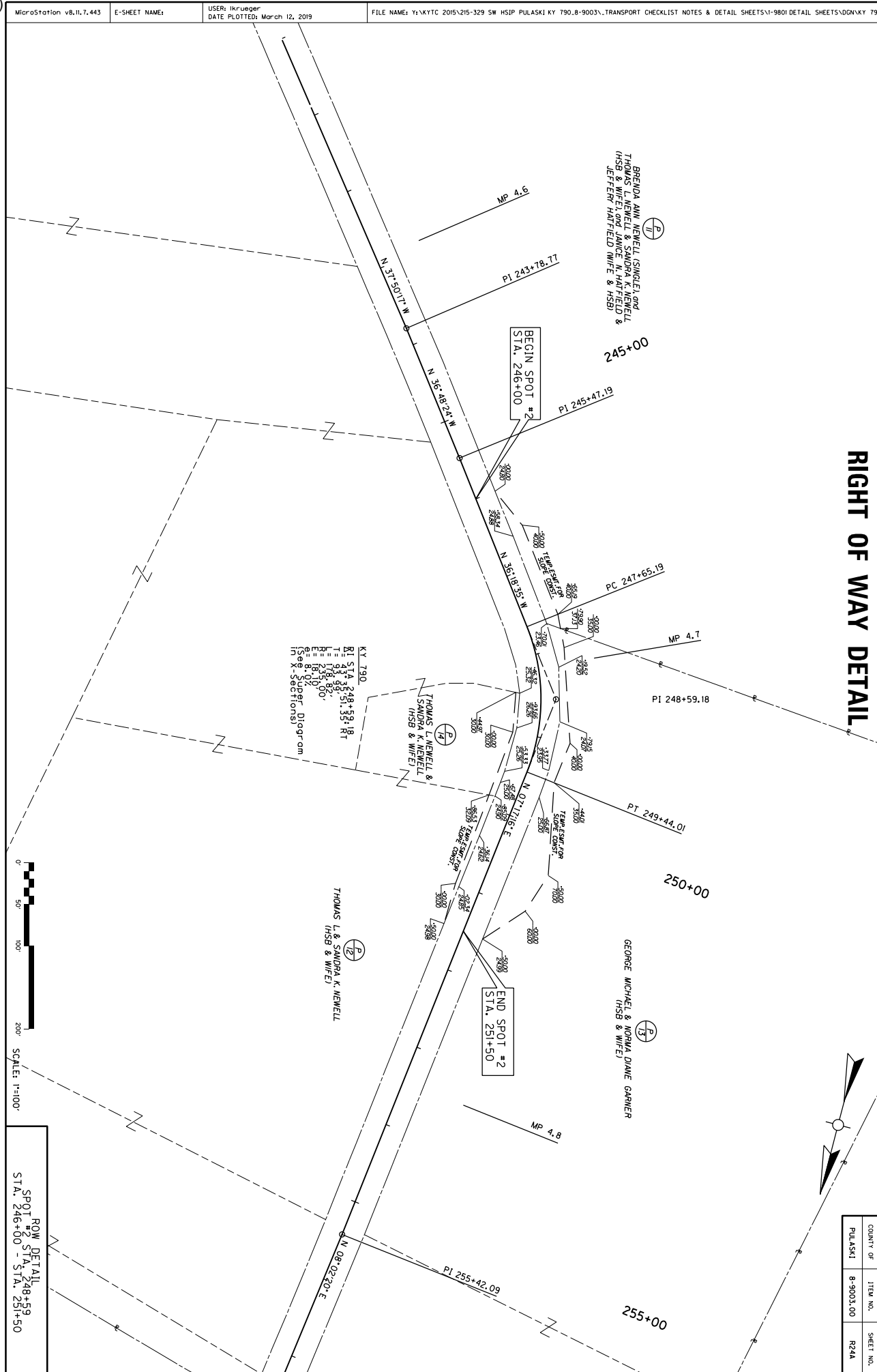
COUNT OF	ITEM NO.	SHEET NO.
PULASKI	8-9003.00	R22A











MicroStation v8.11.7.443

E-SHEET NAME:

USER: hkrueger

DATE PLOTTED: March 12, 2019

FILE NAME: Y:\KYTC\2015\215-329 SW HSP PULASKI KY 790-8-9003\..TRANSPORT CHECKLIST NOTES & DETAIL SHEETS\1-9625 SUMMARY SHEETS\ROW 56

KY 790

RIGHT OF WAY SUMMARY

COUNTY OF

TOWN NO.

SHEET NO.

PULASKI

8-9003.00

R25

PARCEL NO.

OWNERS)

TOTAL AREA OF TRACT

ACRES

SO. FT.

PERMANENT R/W ACQUIRED

ACRES

SO. FT.

EASEMENTS

PERMANENT

TEMPORARY

SO. FT.

SO. FT.

AREA SEVERED

LEFT

RIGHT

ACRES

SO. FT.

ACRES

SO. FT.

EXCESS PURCHASED

ACRES

SO. FT.

PORTION REMAINING

ACRES

SO. FT.

SEWER SYSTEM

BY PROJECT

YES

NO

BUILDINGS ACQUIRED

NUMBER

C

R

F

S

SOURCE OF TITLE

REMARKS\*

1

ALPHA & OMEGA, LLC

56.110

0.107

4665

1167

18704

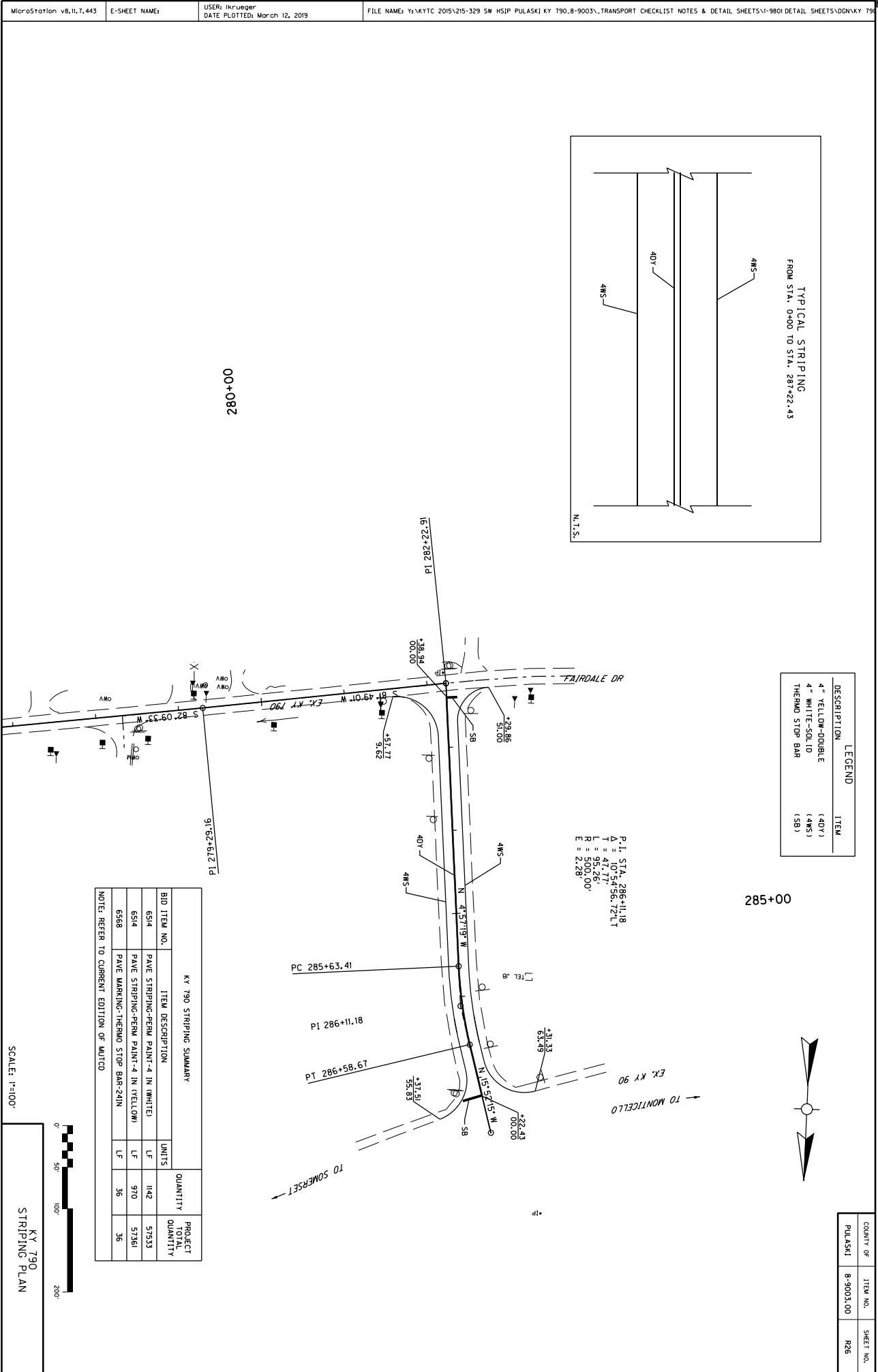
56.003

0

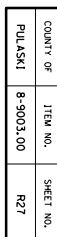
56.003

1,000

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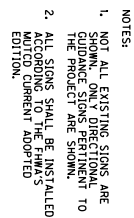
SCALE: 1"=100'

KY 790  
SIGNING PLAN  
SPOT #1 STA. 225+00 - STA. 238+00

NOTES:

1. NOT ALL EXISTING SIGNS ARE SHOWN. ONLY DIRECTIONAL GUIDANCE SIGNS PERTINENT TO THE PROJECT ARE SHOWN.
2. ALL SIGNS SHALL BE INSTALLED ACCORDING TO THE FHWA'S MUTCD CURRENT ADOPTED EDITION.

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-9003.00	R28



BASIS OF ELEVATIONS

Elevations were derived from GPS methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid12A.

COORDINATE SYSTEM

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

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

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	08-9003.00	R30

COORDINATE CONTROL POINTS

POINT	DESCRIPTION	State Plane Coordinates			STATION	OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)		
CP 1	IRON PIN WITH CAP	3499871.988	5244708.935	875.72		
CP 2	IRON PIN WITH CAP	3508362.848	5248679.263	893.86	105+03.03	24.69' RT.
CP 3	IRON PIN WITH CAP	3512629.097	5252980.227	841.14	169+84.15	22.44' RT.
CP 4	IRON PIN WITH CAP	3520424.819	5249930.999	835.08	282+20.73	13.02' LT.
POB	KY 790	3499922.053	5245305.838		0+00.00	
PC	KY 790	3499901.900	5245573.082		2+68.01	
PI	KY 790	3499891.948	5245697.673		3+93.00	
PT	KY 790	3499985.644	5245780.397		4+99.82	
PI	KY 790	3500122.236	5245900.993		6+82.03	
PC	KY 790	3500240.711	5246014.213		8+45.90	
PI	KY 790	3500340.547	5246109.621		9+84.00	
PT	KY 790	3500466.591	5246166.038		11+19.40	
PI	KY 790	3500637.951	5246242.738		13+07.14	
PC	KY 790	3500794.948	5246302.641		14+75.18	
PI	KY 790	3500908.180	5246345.845		15+96.37	
PT	KY 790	3501026.349	5246318.938		17+10.53	
PI	KY 790	3501209.456	5246277.244		18+98.32	
PI	KY 790	3501359.097	5246238.789		20+52.83	
PC	KY 790	3501567.838	5246182.634		22+68.99	
PI	KY 790	3501636.682	5246164.114		23+40.28	
PT	KY 790	3501706.329	5246148.885		24+11.55	
PC	KY 790	3502084.355	5246066.225		27+98.51	
PI	KY 790	3502194.479	5246042.145		29+11.23	
PT	KY 790	3502264.221	5246130.707		29+99.93	
PC	KY 790	3502309.376	5246188.047		30+72.91	
PI	KY 790	3502411.478	5246317.702		32+37.94	
PT	KY 790	3502575.648	5246300.879		33+74.66	
PI	KY 790	3502726.651	5246285.406		35+26.46	
PI	KY 790	3503487.750	5246195.353		42+92.87	
PI	KY 790	3503804.139	5246153.903		46+11.96	

KY 790  
COORDINATE CONTROL

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	08-9003.00	R31

COORDINATE CONTROL POINTS						
POINT	DESCRIPTION	State Plane Coordinates			STATION	OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)		
PI	KY 790	3504016.037	5246128.255		48+25.40	
PI	KY 790	3504280.682	5246100.487		50+91.50	
PC	KY 790	3504553.040	5246067.417		53+65.86	
PI	KY 790	3504882.111	5246027.461		56+97.35	
PT	KY 790	3505212.832	5246049.994		60+26.86	
PC	KY 790	3505419.337	5246064.065		62+33.85	
PI	KY 790	3505517.759	5246070.770		63+32.50	
PT	KY 790	3505604.349	5246118.035		64+28.07	
PC	KY 790	3505715.791	5246178.864		65+55.04	
PI	KY 790	3505768.086	5246207.409		66+14.61	
PT	KY 790	3505814.804	5246244.381		66+73.91	
PI	KY 790	3505911.654	5246321.025		67+97.41	
PI	KY 790	3506137.692	5246503.549		70+87.94	
PC	KY 790	3506178.956	5246537.811		71+41.58	
PI	KY 790	3506293.812	5246633.177		72+90.87	
PT	KY 790	3506396.878	5246741.178		74+39.82	
PI	KY 790	3506434.604	5246780.710		74+94.46	
PC	KY 790	3506553.968	5246912.222		76+72.07	
PI	KY 790	3506634.785	5247001.264		77+92.32	
PT	KY 790	3506751.304	5247030.983		79+05.69	
PI	KY 790	3507162.353	5247135.821		83+29.90	
PC	KY 790	3507264.396	5247163.875		84+35.73	
PI	KY 790	3507416.079	5247205.576		85+93.04	
PT	KY 790	3507522.771	5247321.178		87+42.17	
PC	KY 790	3507556.595	5247357.828		87+92.04	
PI	KY 790	3507628.188	5247435.399		88+97.60	
PT	KY 790	3507728.734	5247467.544		89+98.45	
PC	KY 790	3507838.894	5247502.762		91+14.11	
PI	KY 790	3507936.037	5247533.818		92+16.09	
PT	KY 790	3508017.462	5247595.227		93+16.15	
PC	KY 790	3508092.957	5247652.162		94+10.71	
PI	KY 790	3508233.096	5247757.851		95+86.23	
PT	KY 790	3508270.837	5247929.270		97+46.97	
PC	KY 790	3508284.786	5247992.629		98+11.85	
PI	KY 790	3508301.108	5248066.763		98+87.76	
PT	KY 790	3508312.396	5248141.828		99+63.61	

KY 790  
COORDINATE CONTROL

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	08-9003.00	R32

COORDINATE CONTROL POINTS						
POINT	DESCRIPTION	State Plane Coordinates			STATION	OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)		
PI	KY 790	3508336.463	5248301.873		101+25.45	
PI	KY 790	3508359.146	5248464.271		102+89.43	
PI	KY 790	3508391.784	5248709.509		105+36.83	
PC	KY 790	3508406.552	5248815.379		106+43.72	
PI	KY 790	3508421.096	5248919.652		107+49.01	
PT	KY 790	3508441.882	5249022.862		108+54.22	
PI	KY 790	3508478.644	5249205.396		110+40.42	
PI	KY 790	3508518.990	5249418.251		112+57.07	
PI	KY 790	3508528.264	5249465.369		113+05.09	
PC	KY 790	3508546.888	5249547.534		113+89.34	
PI	KY 790	3508589.071	5249733.630		115+80.16	
PT	KY 790	3508744.512	5249844.307		117+53.91	
PI	KY 790	3508953.316	5249992.978		120+10.24	
PC	KY 790	3509139.662	5250131.965		122+42.71	
PI	KY 790	3509212.266	5250186.116		123+33.28	
PT	KY 790	3509286.350	5250238.223		124+23.84	
PI	KY 790	3509398.229	5250316.914		125+60.63	
PC	KY 790	3509631.461	5250478.945		128+44.62	
PI	KY 790	3509798.525	5250595.007		130+48.04	
PT	KY 790	3509989.880	5250664.031		132+49.15	
PI	KY 790	3510104.774	5250705.474		133+71.29	
PI	KY 790	3510432.165	5250824.714		137+19.72	
PC	KY 790	3510598.144	5250884.627		138+96.18	
PI	KY 790	3510717.008	5250927.533		140+22.55	
PT	KY 790	3510838.344	5250962.851		141+48.84	
PI	KY 790	3511266.662	5251087.523		145+94.93	
PC	KY 790	3511358.239	5251116.919		146+91.11	
PI	KY 790	3511480.474	5251156.156		148+19.49	
PT	KY 790	3511536.487	5251271.670		149+33.72	
PC	KY 790	3511598.867	5251400.316		150+76.69	
PI	KY 790	3511658.635	5251523.575		152+13.68	
PT	KY 790	3511710.795	5251650.242		153+50.58	
PI	KY 790	3511729.460	5251695.567		153+99.60	
PC	KY 790	3511767.564	5251783.898		154+95.80	
PI	KY 790	3511816.596	5251897.561		156+19.59	

KY 790  
COORDINATE CONTROL



COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	08-9003.00	R33

COORDINATE CONTROL POINTS						
POINT	DESCRIPTION	State Plane Coordinates			STATION	OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)		
PT	KY 790	3511881.139	5252003.191		157+42.96	
PC	KY 790	3511966.508	5252142.901		159+06.69	
PI	KY 790	3512012.854	5252218.750		159+95.58	
PT	KY 790	3512052.289	5252298.411		160+84.35	
PC	KY 790	3512076.299	5252346.913		161+38.47	
PI	KY 790	3512131.009	5252457.431		162+61.79	
PT	KY 790	3512222.396	5252540.232		163+82.21	
PC	KY 790	3512305.341	5252615.383		164+94.13	
PI	KY 790	3512410.250	5252710.435		166+35.70	
PT	KY 790	3512508.177	5252812.666		167+77.15	
PC	KY 790	3512561.435	5252868.265		168+54.14	
PI	KY 790	3512654.313	5252965.225		169+88.41	
PT	KY 790	3512726.274	5253078.579		171+21.79	
PC	KY 790	3512766.148	5253141.390		171+96.19	
PI	KY 790	3512820.294	5253226.682		172+97.22	
PT	KY 790	3512843.524	5253325.003		173+96.37	
PC	KY 790	3512867.444	5253426.246		175+00.40	
PI	KY 790	3512894.031	5253538.780		176+16.03	
PT	KY 790	3512967.327	5253628.214		177+27.67	
PC	KY 790	3513020.057	5253692.554		178+10.85	
PI	KY 790	3513093.609	5253782.303		179+26.89	
PT	KY 790	3513197.150	5253834.689		180+39.58	
PI	KY 790	3513305.290	5253889.402		181+60.77	
PC	KY 790	3513402.449	5253935.415		182+68.27	
PI	KY 790	3513506.951	5253984.907		183+83.90	
PT	KY 790	3513621.506	5254000.625		184+97.72	
PC	KY 790	3513873.423	5254035.192		187+52.00	
PI	KY 790	3513948.420	5254045.483		188+27.70	
PT	KY 790	3514011.435	5254003.537		188+96.73	
PC	KY 790	3514054.476	5253974.887		189+48.44	
PI	KY 790	3514101.462	5253943.610		190+04.88	
PT	KY 790	3514155.898	5253928.690		190+60.36	
PC	KY 790	3514536.427	5253824.392		194+54.93	
PI	KY 790	3514605.747	5253805.393		195+26.80	
PT	KY 790	3514672.551	5253778.866		195+98.54	

KY 790  
COORDINATE CONTROL

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	08-9003.00	R34

COORDINATE CONTROL POINTS						
POINT	DESCRIPTION	State Plane Coordinates			STATION	OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)		
PI	KY 790	3514858.684	5253704.957		197+98.81	
PC	KY 790	3514905.578	5253687.274		198+48.92	
PI	KY 790	3515102.216	5253613.126		200+59.08	
PT	KY 790	3515308.749	5253574.281		202+68.16	
PC	KY 790	3515440.360	5253549.527		204+02.08	
PI	KY 790	3515561.143	5253526.810		205+24.98	
PT	KY 790	3515679.662	5253494.290		206+47.74	
PC	KY 790	3515727.008	5253481.298		206+96.84	
PI	KY 790	3515798.920	5253461.567		207+71.41	
PT	KY 790	3515873.460	5253463.677		208+44.89	
PC	KY 790	3516056.766	5253468.822		210+28.48	
PI	KY 790	3516267.772	5253476.781		212+39.63	
PT	KY 790	3516476.139	5253442.571		214+49.38	
PC	KY 790	3516681.332	5253408.882		216+57.32	
PI	KY 790	3516769.181	5253394.459		217+46.34	
PT	KY 790	3516853.100	5253364.745		218+34.90	
PC	KY 790	3516864.039	5253360.871		218+46.50	
PI	KY 790	3516902.646	5253347.201		218+87.46	
PT	KY 790	3516938.515	5253327.430		219+28.23	
PC	KY 790	3516953.143	5253319.367		219+44.94	
PI	KY 790	3517056.776	5253262.243		220+63.27	
PT	KY 790	3517045.421	5253144.456		221+54.30	
PC	KY 790	3517020.255	5252883.404		224+16.56	
PI	KY 790	3517004.758	5252722.651		225+78.06	
PT	KY 790	3517095.016	5252588.728		227+26.67	
PC	KY 790	3517232.161	5252385.236		229+72.07	
PI	KY 790	3517344.417	5252218.675		231+72.92	
PT	KY 790	3517540.701	5252176.059		233+54.05	
PC	KY 790	3517618.771	5252159.109		234+33.94	
PI	KY 790	3517731.801	5252134.569		235+49.60	
PT	KY 790	3517822.572	5252062.884		236+61.27	
PI	KY 790	3517894.931	5252005.739		237+53.47	
PI	KY 790	3518368.125	5251638.188		243+78.77	
PI	KY 790	3518502.977	5251537.281		245+47.19	
PC	KY 790	3518678.644	5251408.194		247+65.19	

KY 790  
COORDINATE CONTROL

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	08-9003.00	R35

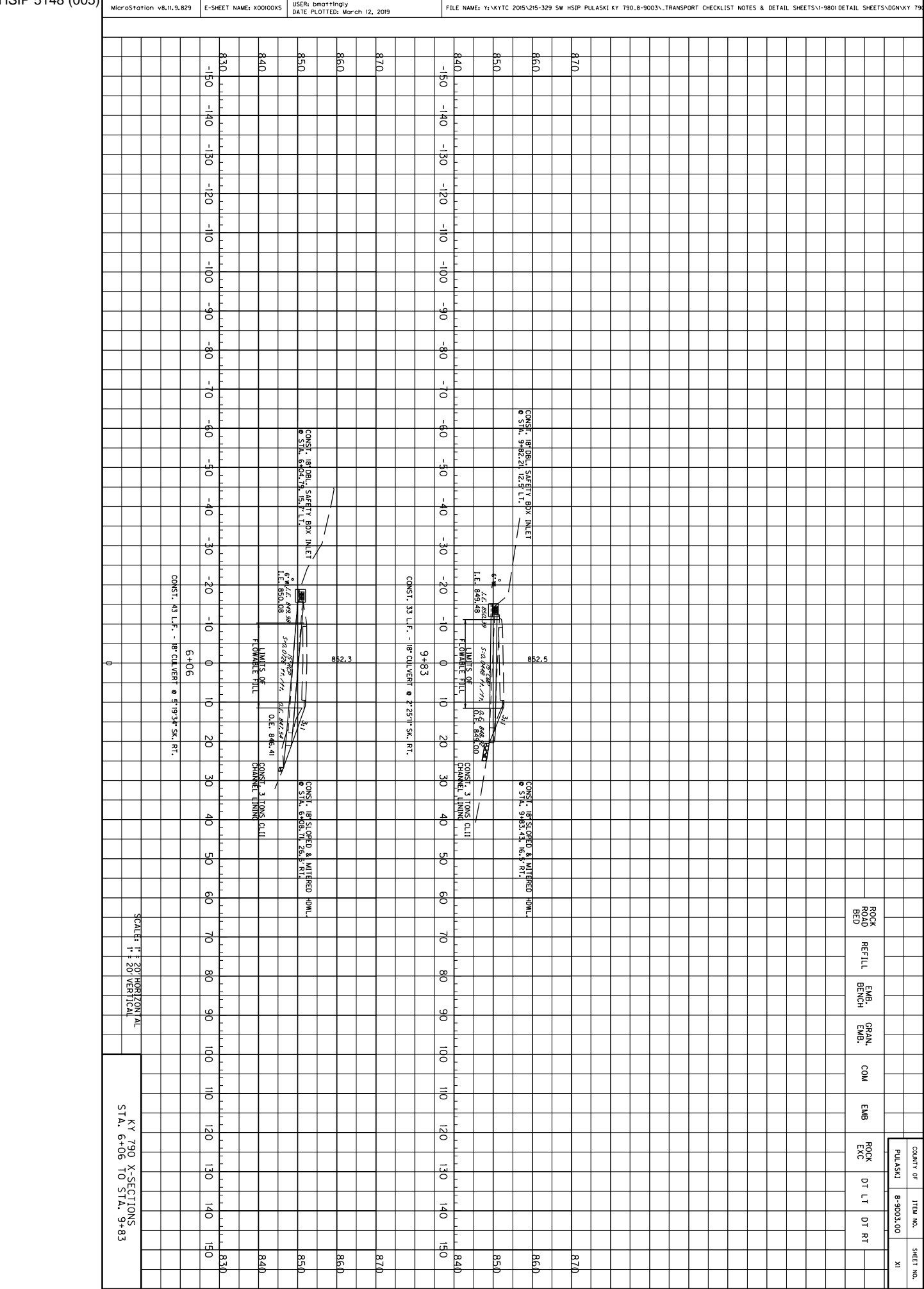
COORDINATE CONTROL POINTS						
POINT	DESCRIPTION	State Plane Coordinates			STATION	OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)		
PI	KY 790	3518754.382	5251352.539		248+59.18	
PT	KY 790	3518847.610	5251364.462		249+44.01	
PI	KY 790	3519440.865	5251440.331		255+42.09	
PI	KY 790	3519715.245	5251479.083		258+19.20	
PI	KY 790	3520260.697	5251551.628		263+69.45	
PI	KY 790	3520365.305	5251563.918		264+74.78	
PI	KY 790	3520454.487	5251569.435		265+64.13	
PI	KY 790	3520458.287	5251526.917		266+06.82	
PI	KY 790	3520509.057	5251233.123		269+04.97	
PC	KY 790	3520550.412	5250959.077		271+82.12	
PI	KY 790	3520566.562	5250852.062		272+90.34	
PT	KY 790	3520551.797	5250744.848		273+97.09	
PI	KY 790	3520479.211	5250217.750		279+29.16	
PI	KY 790	3520437.400	5249926.992		282+22.91	
PC	KY 790	3520776.631	5249897.580		285+63.41	
PI	KY 790	3520824.226	5249893.454		286+11.18	
PT	KY 790	3520870.179	5249880.389		286+58.67	
POE	KY 790	3520975.049	5249850.574		287+67.69	
POB	ISLAND VIEW DR.	3517012.517	5253266.640		50+00.00	
PC	ISLAND VIEW DR.	3517021.605	5253273.160		50+11.19	
PI	ISLAND VIEW DR.	3517032.606	5253281.050		50+24.72	
PT	ISLAND VIEW DR.	3517036.553	5253293.999		50+37.29	
POE	ISLAND VIEW DR.	3517056.104	5253358.133		51+04.34	
POB	WOODLAND GROVE DR.	3517868.664	5252026.483		50+00.00	
PC	WOODLAND GROVE DR.	3517878.501	5252038.940		50+15.87	
PI	WOODLAND GROVE DR.	3517884.110	5252046.043		50+24.92	
PT	WOODLAND GROVE DR.	3517884.856	5252055.062		50+33.45	
PC	WOODLAND GROVE DR.	3517887.639	5252088.751		50+67.26	
PI	WOODLAND GROVE DR.	3517888.683	5252101.381		50+79.93	
PT	WOODLAND GROVE DR.	3517889.085	5252114.048		50+92.60	
POE	WOODLAND GROVE DR.	3517890.865	5252170.059		51+48.64	

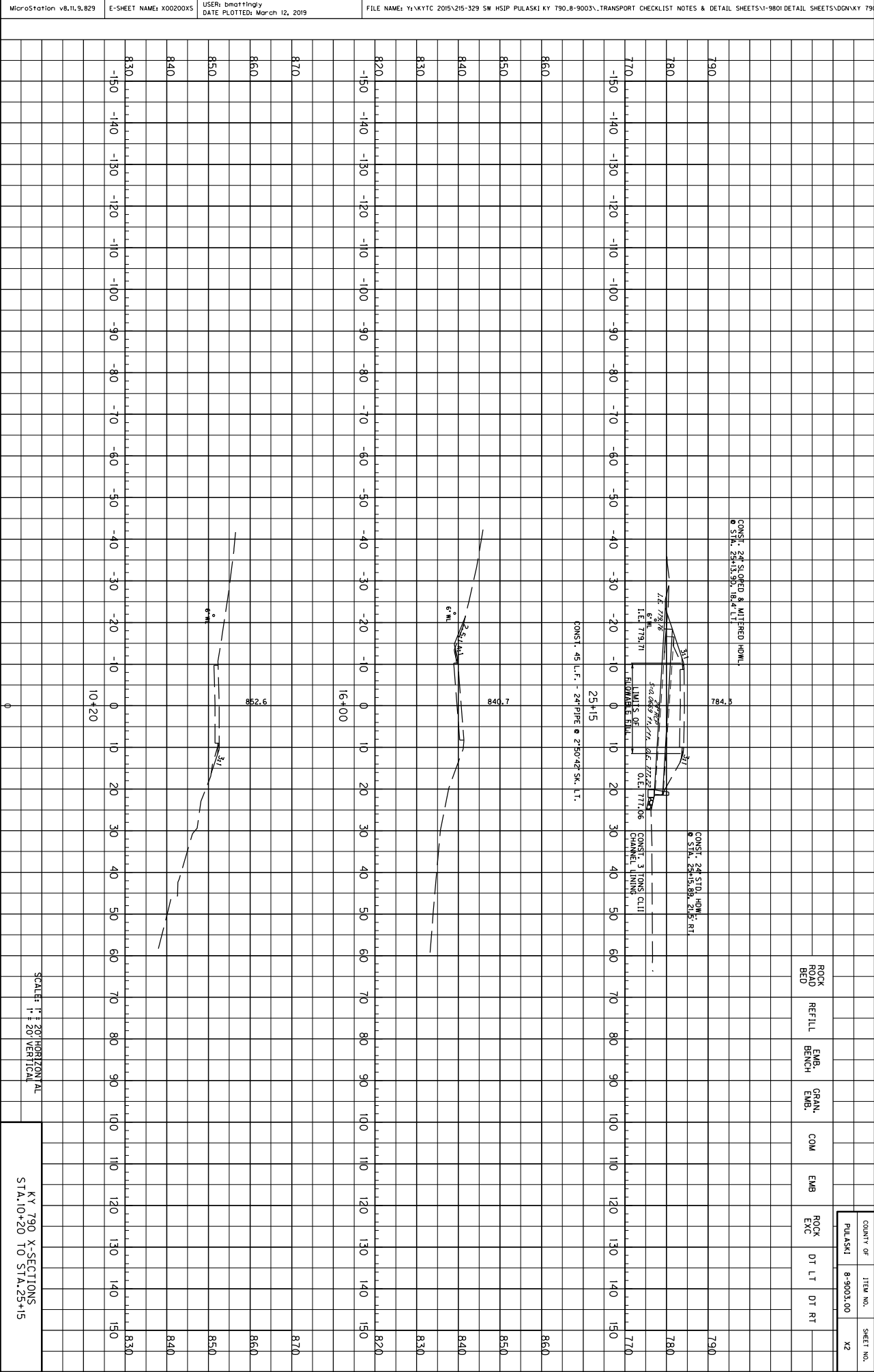
KY 790  
COORDINATE CONTROL

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	08-9003.00	R36

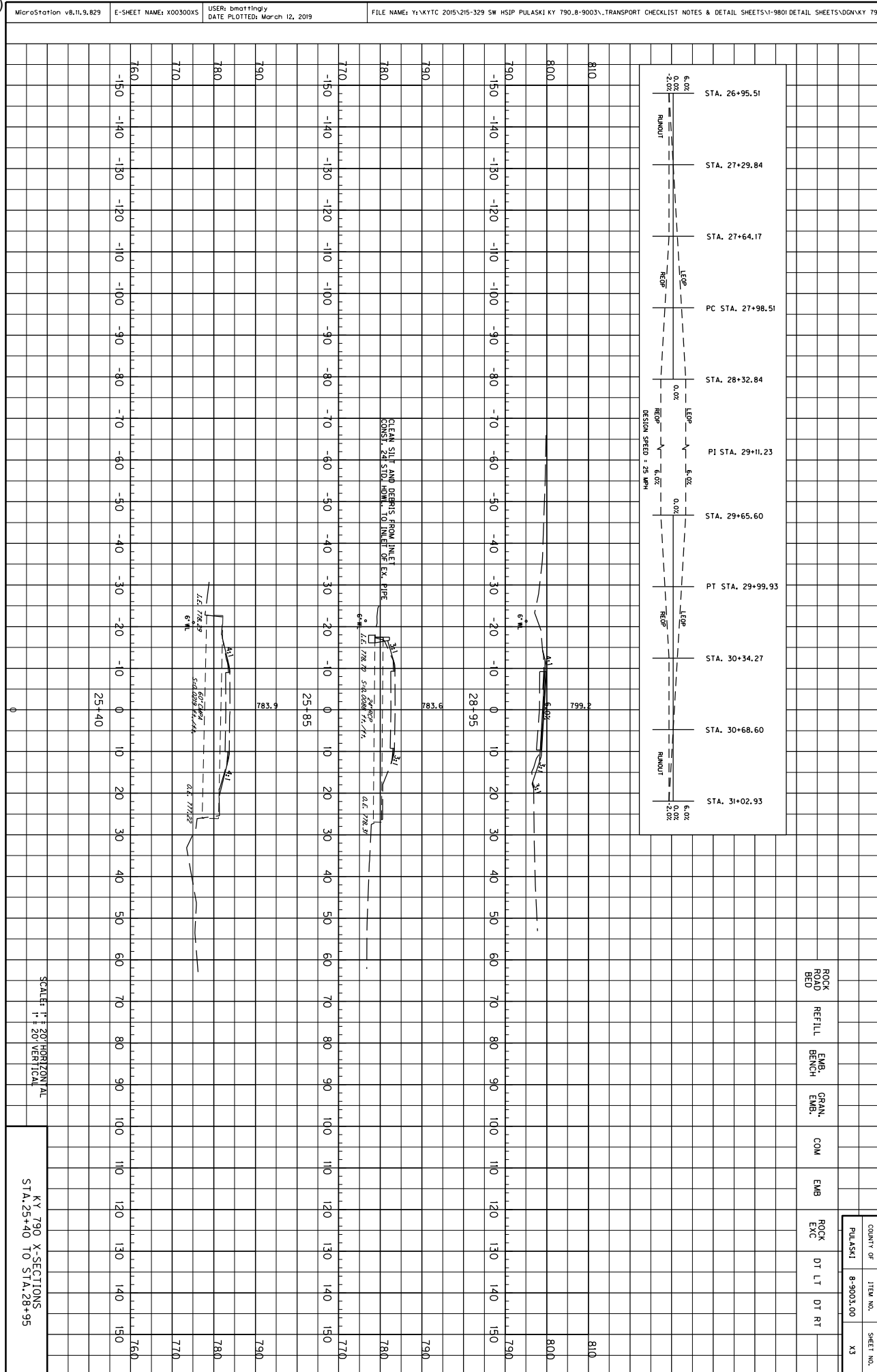
RIGHT OF WAY MONUMENT POINTS						
ALIGNMENT	STATION	OFFSET	TYPE	DESCRIPTION	State Plane Coordinates	
					NORTH (Y)	EAST (X)
KY 790	214+00.00	24.47' LT.	I	RW MONUMENT	3516423.930	5253425.765
KY 790	216+50.00	25.00' LT.	I	RW MONUMENT	3516670.062	5253385.398
KY 790	217+75.00	25.00' LT.	I	RW MONUMENT	3516789.154	5253359.011
KY 790	219+44.94	30.00' LT.	I	RW MONUMENT	3516938.661	5253293.094
KY 790	220+27.66	45.00' RT.	I	RW MONUMENT	3517050.998	5253290.156
KY 790	221+35.00	50.00' RT.	I	RW MONUMENT	3517096.237	5253164.284
KY 790	221+54.30	30.00' LT.	I	RW MONUMENT	3517015.559	5253147.335
KY 790	223+43.73	25.00' LT.	I	RW MONUMENT	3517002.359	5252958.299
KY 790	224+95.00	45.00' RT.	I	RW MONUMENT	3517064.416	5252808.584
KY 790	226+60.00	45.00' RT.	I	RW MONUMENT	3517102.598	5252665.936
KY 790	228+20.00	35.00' RT.	I	RW MONUMENT	3517176.198	5252530.898
KY 790	228+85.00	35.00' RT.	I	RW MONUMENT	3517212.525	5252476.997
KY 790	231+30.00	55.00' RT.	I	RW MONUMENT	3517373.283	5252313.647
KY 790	233+20.00	40.00' RT.	I	RW MONUMENT	3517518.824	5252222.832
KY 790	234+45.00	45.00' RT.	I	RW MONUMENT	3517640.071	5252200.396
KY 790	235+00.00	45.00' RT.	I	RW MONUMENT	3517697.473	5252183.210
KY 790	235+67.24	23.84' RT.	I	RW MONUMENT	3517754.773	5252135.041

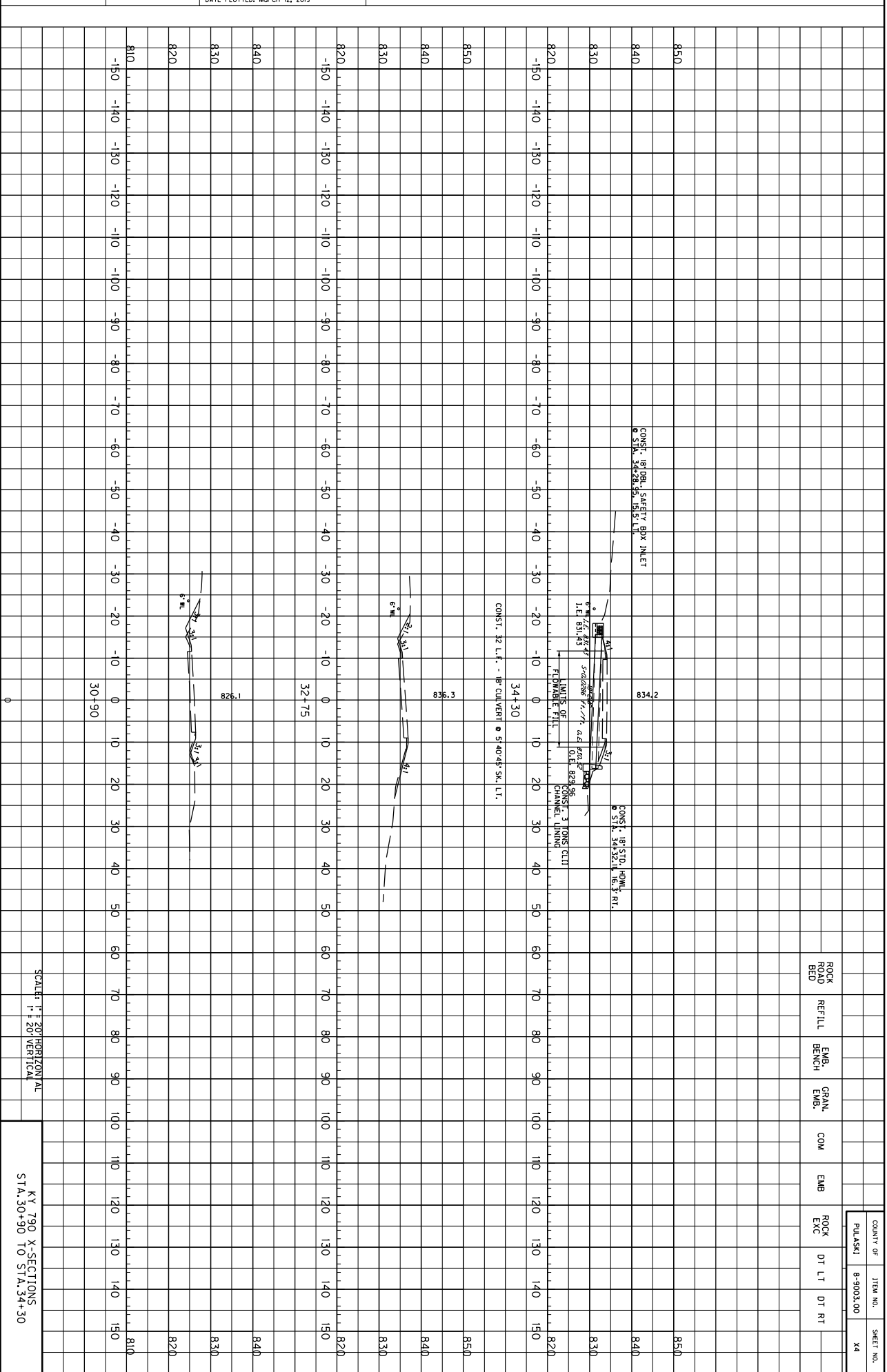
KY 790  
COORDINATE CONTROL

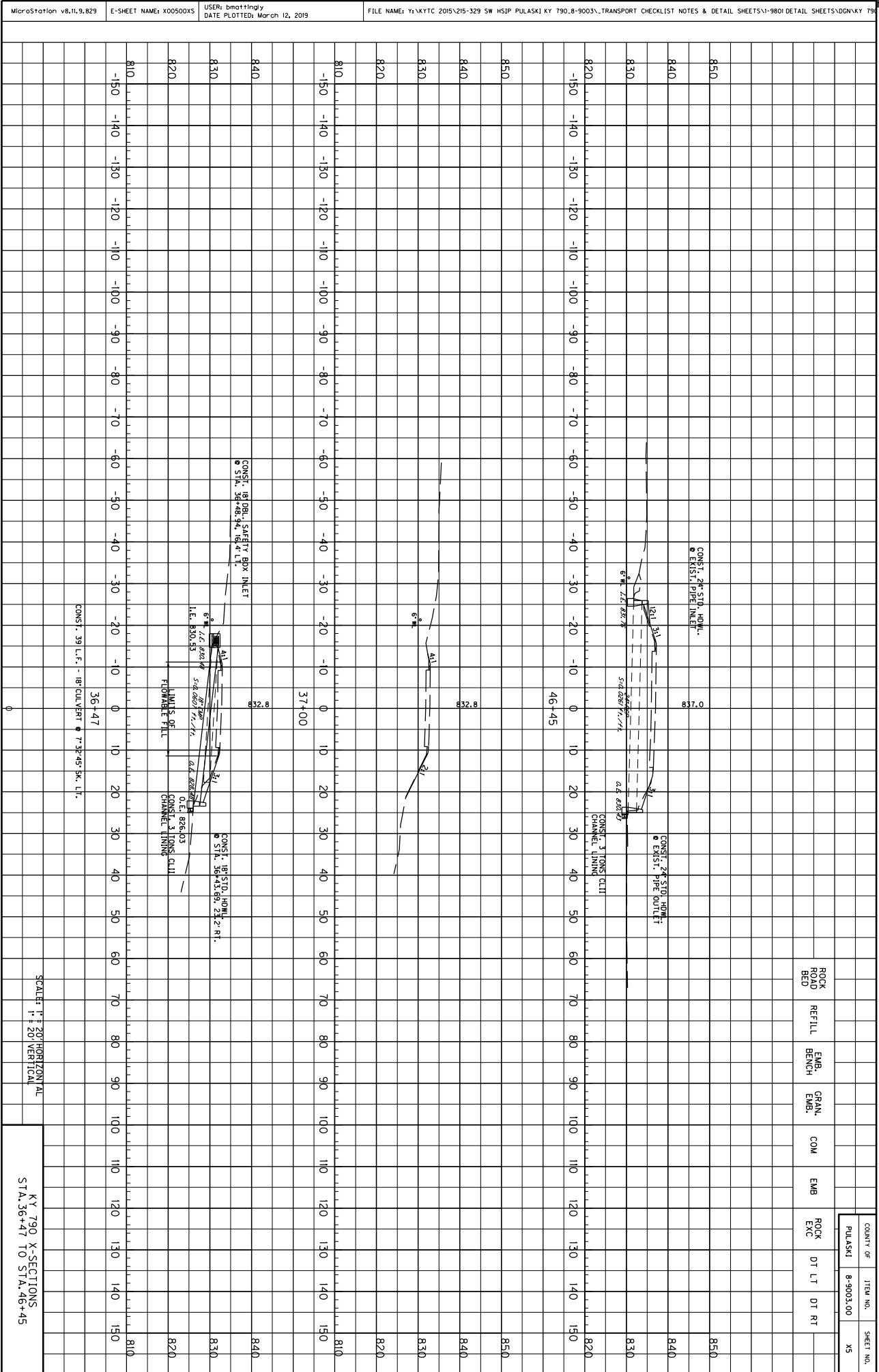


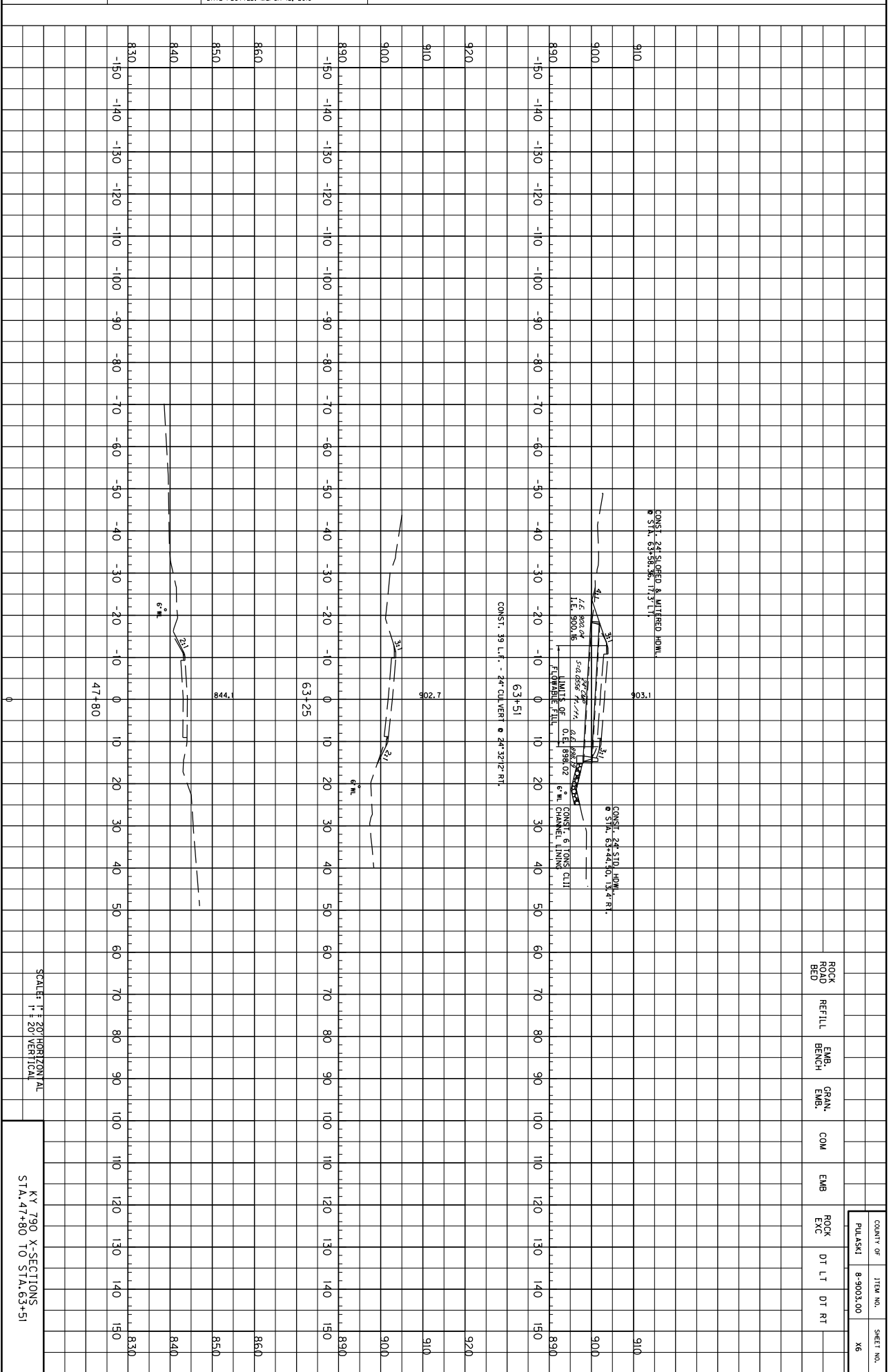




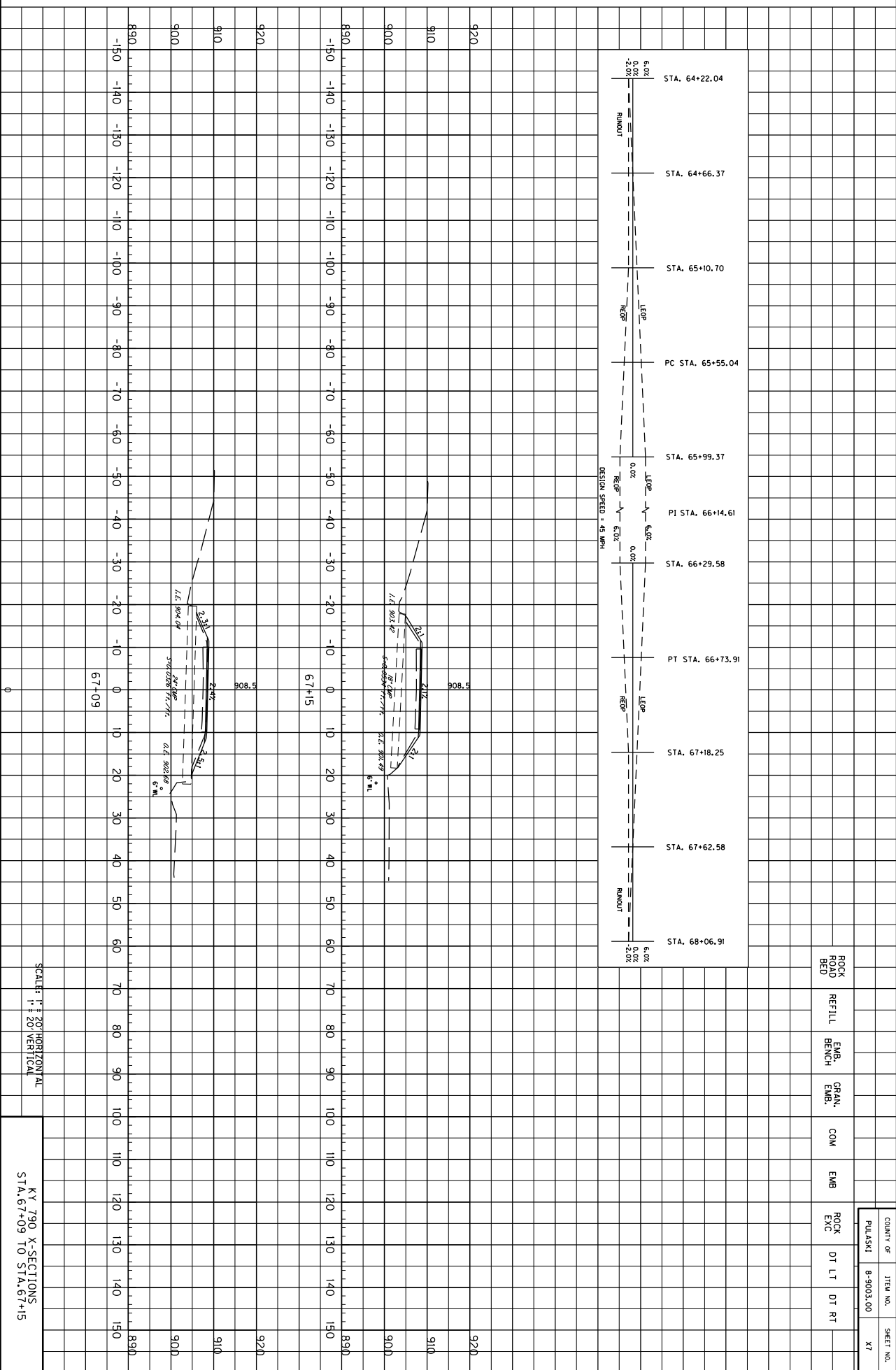


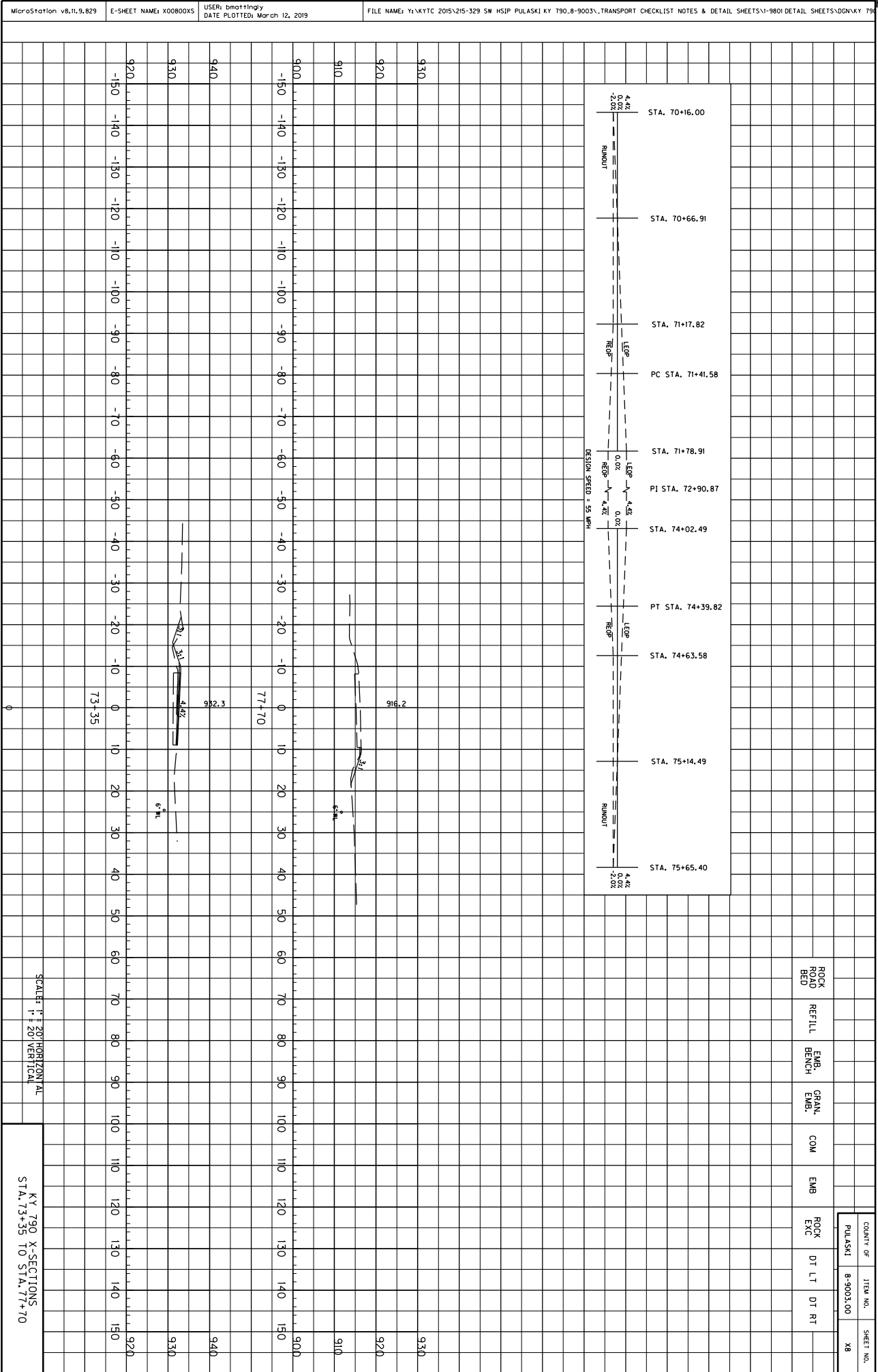




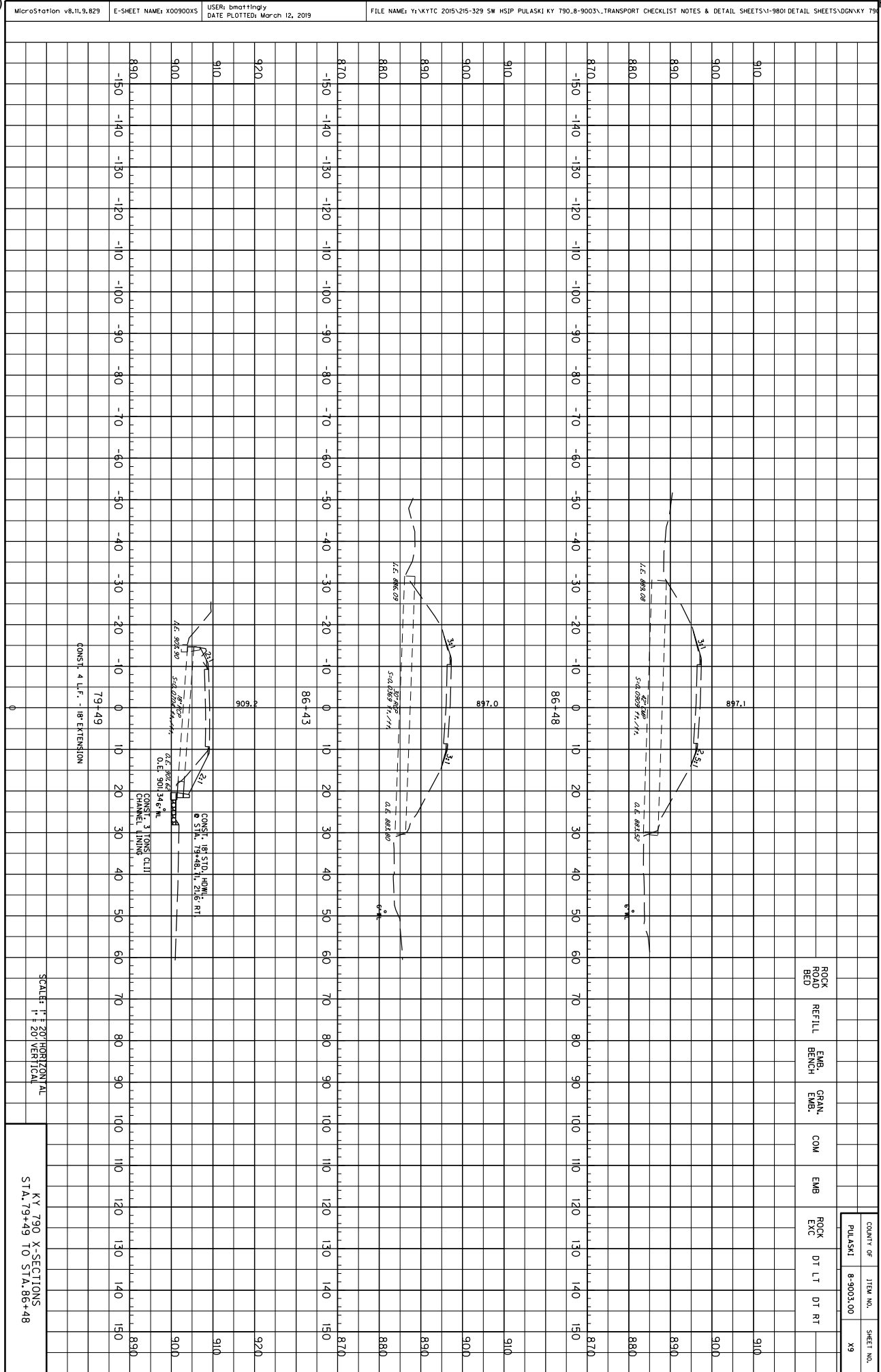


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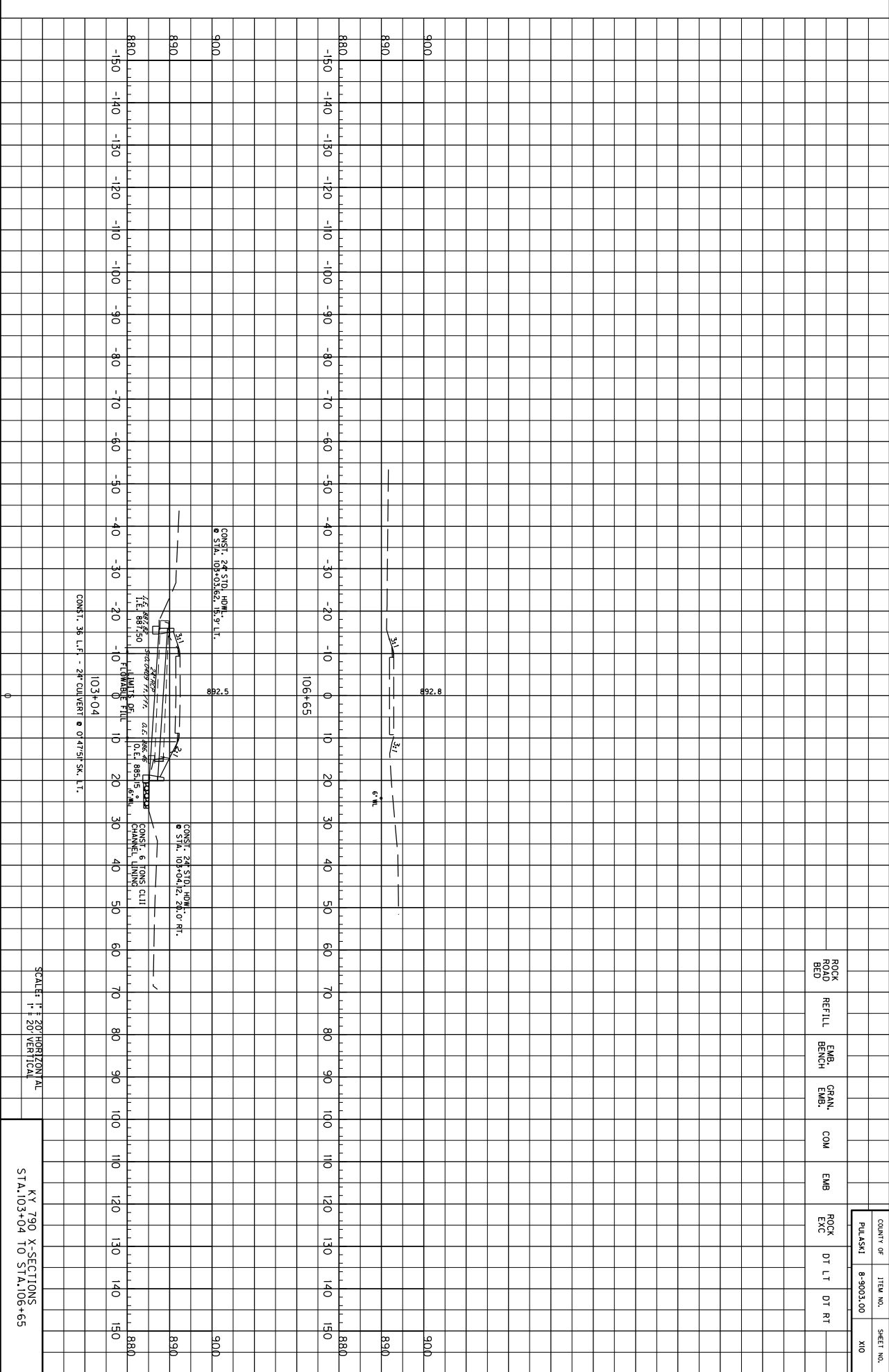


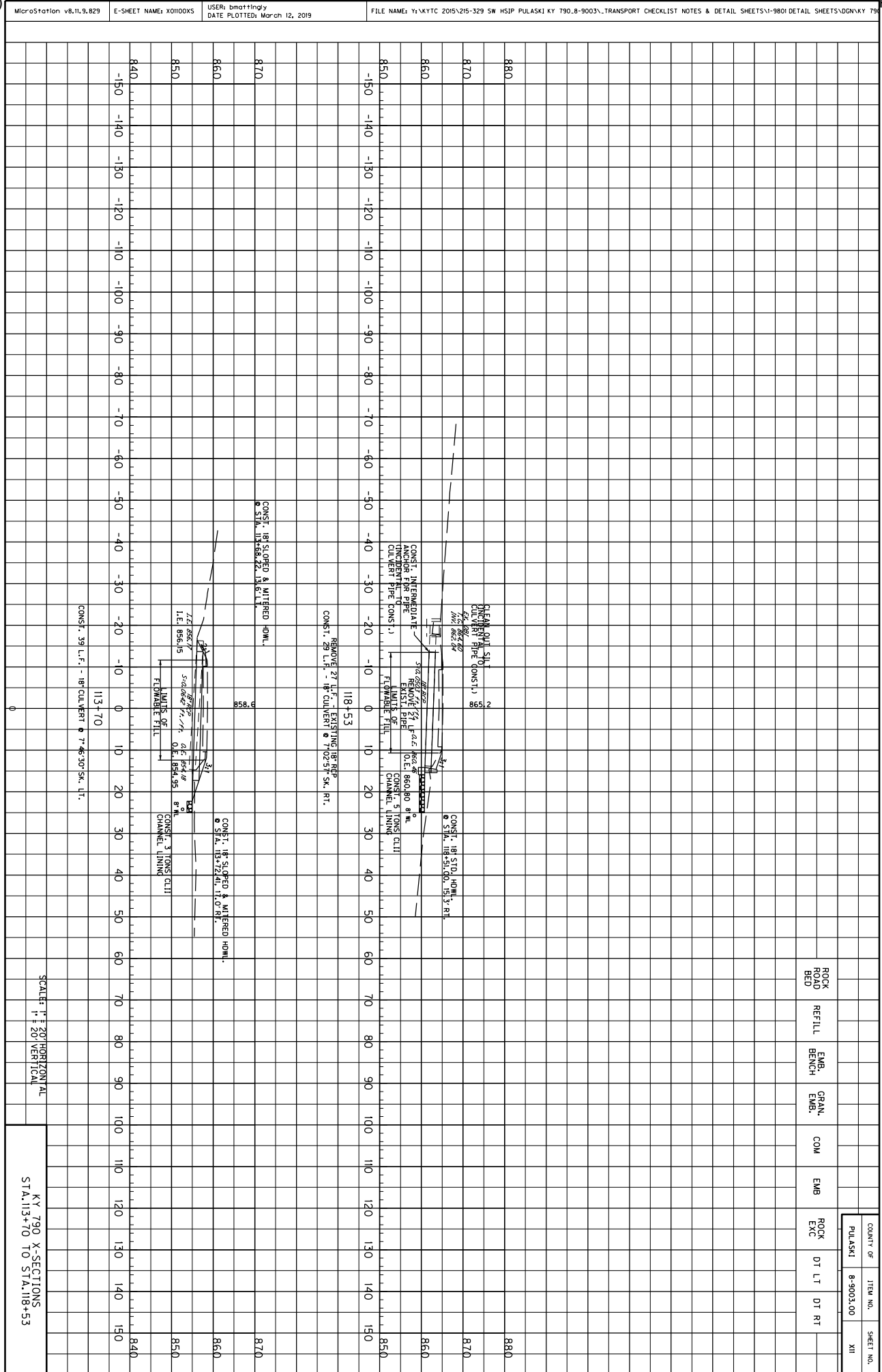


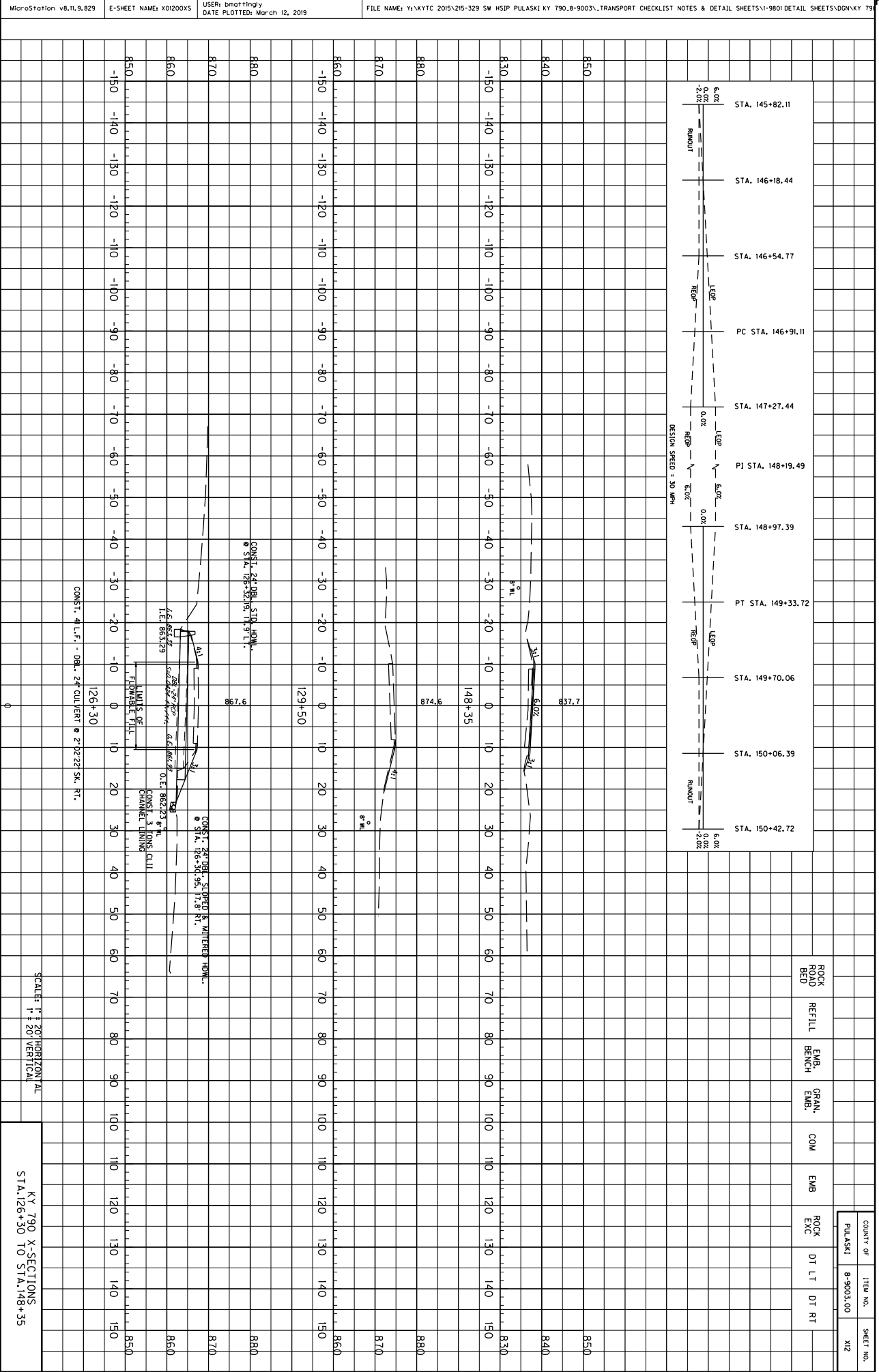


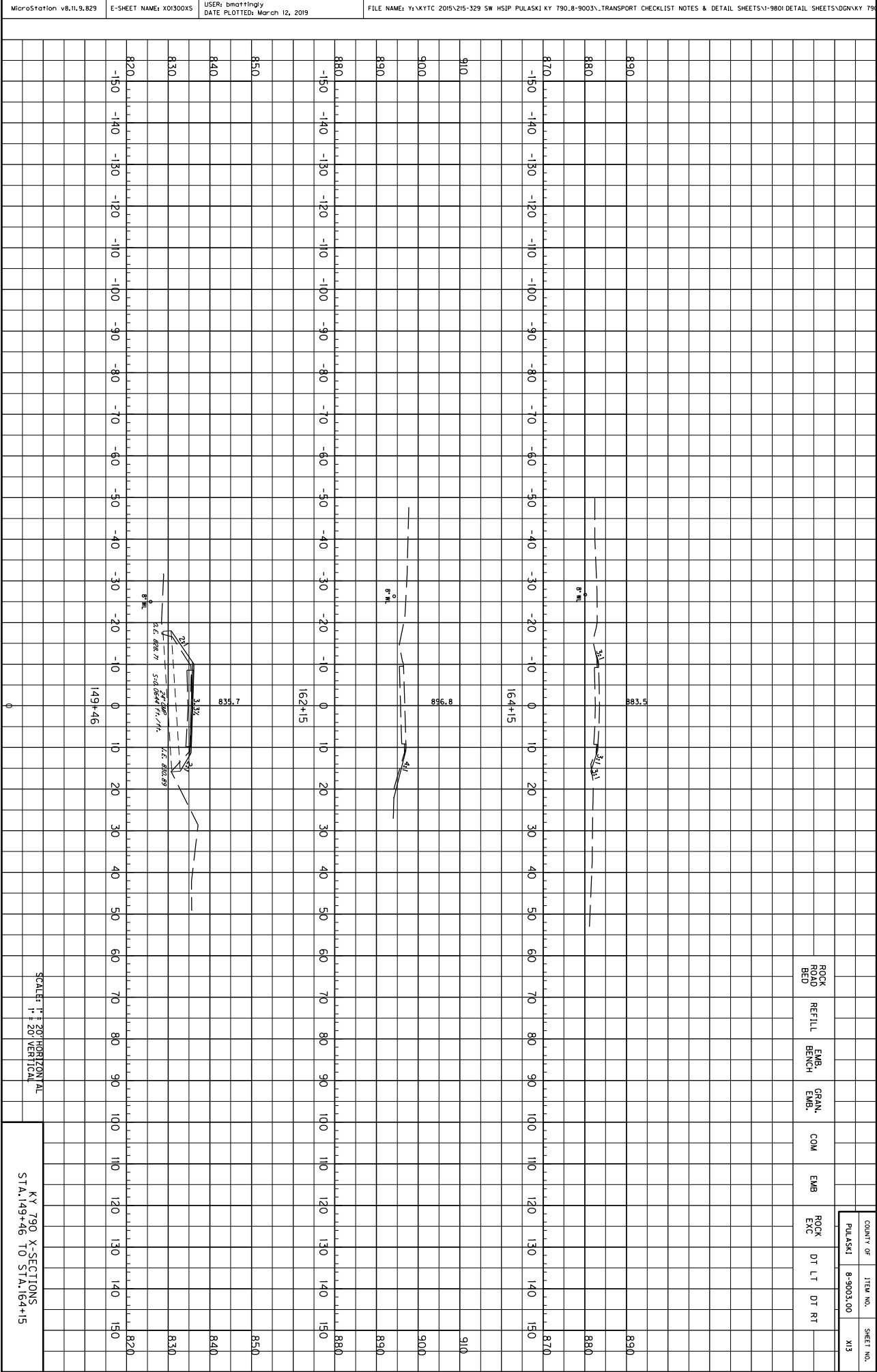


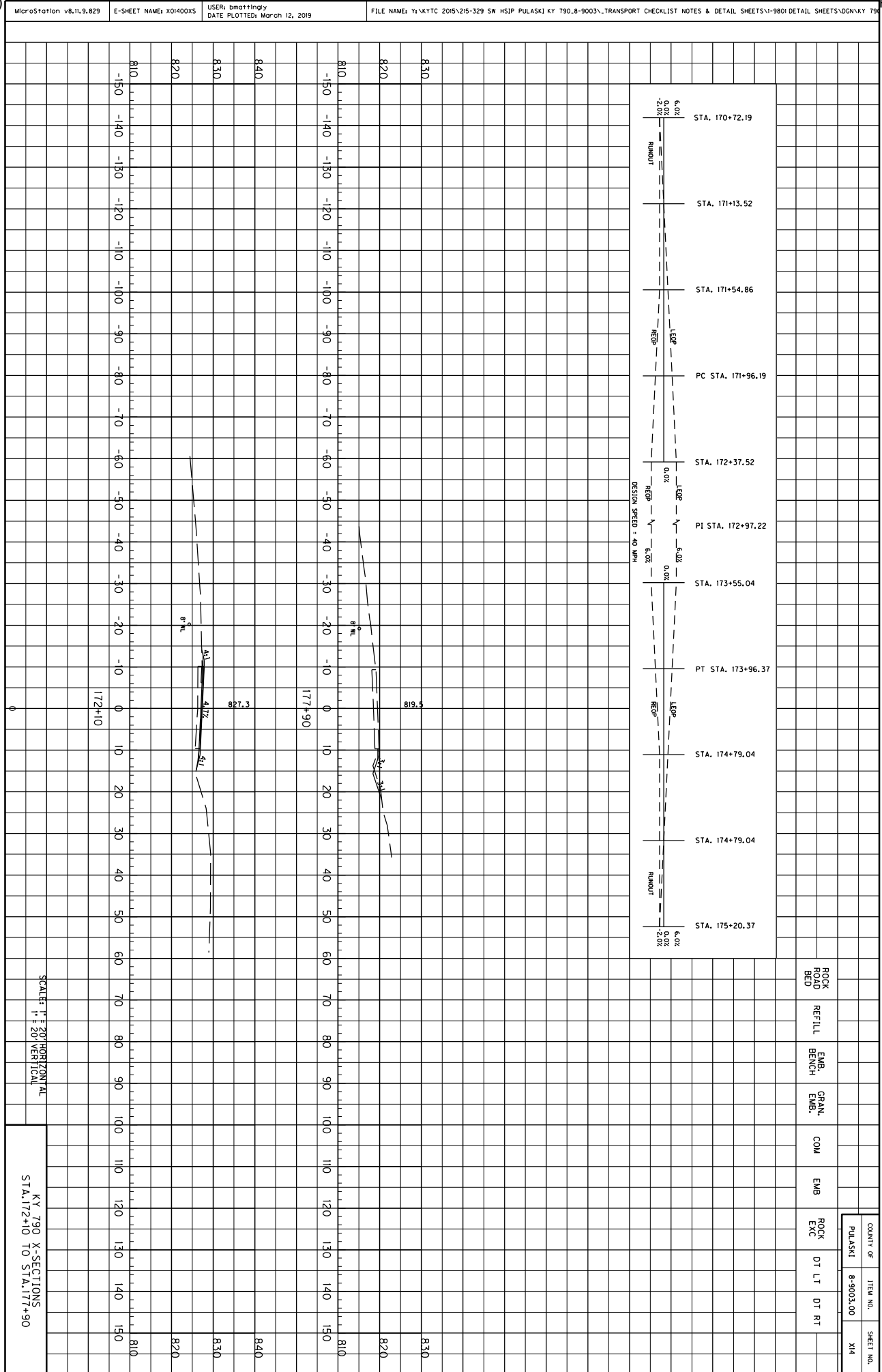
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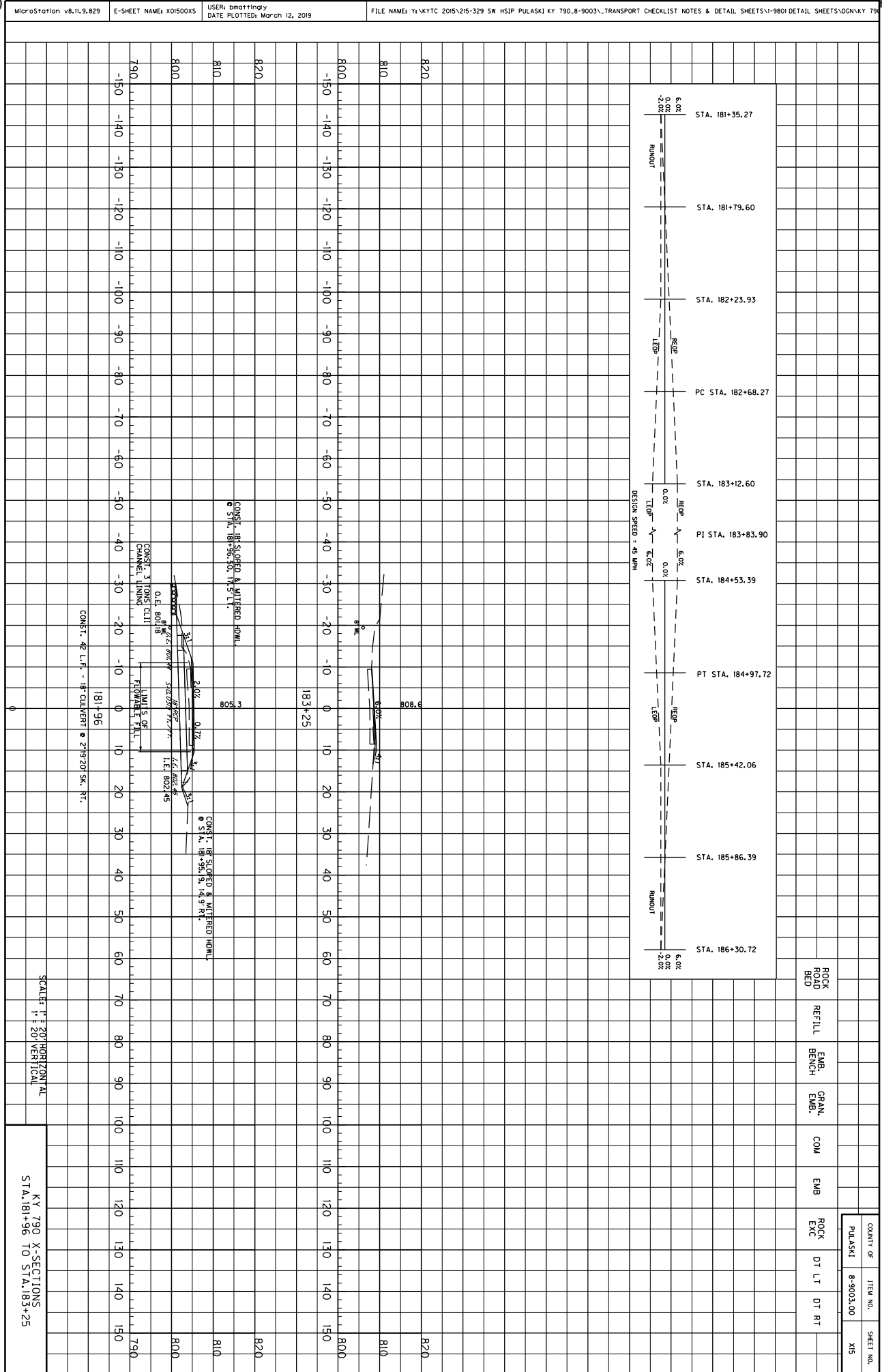




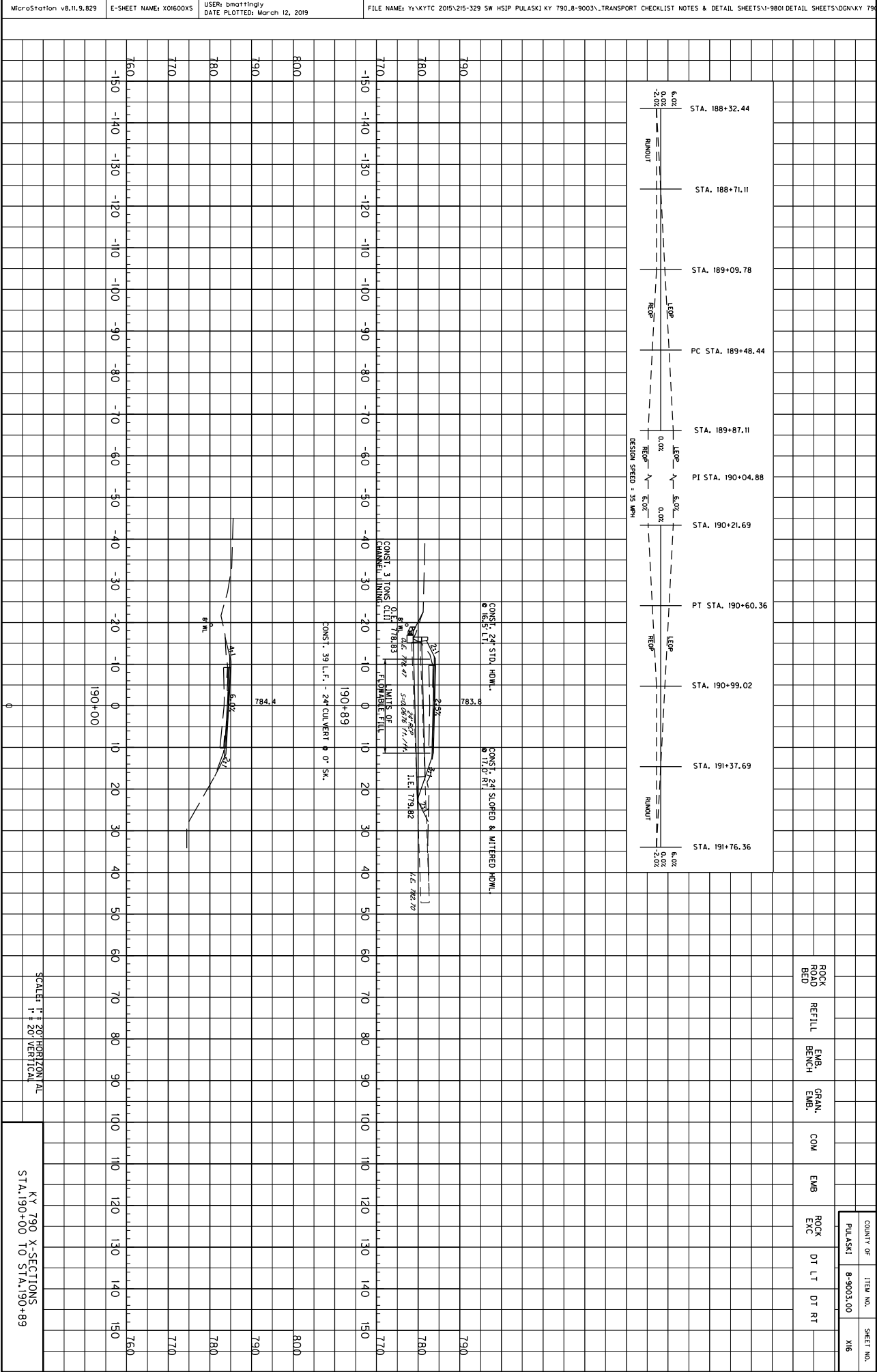




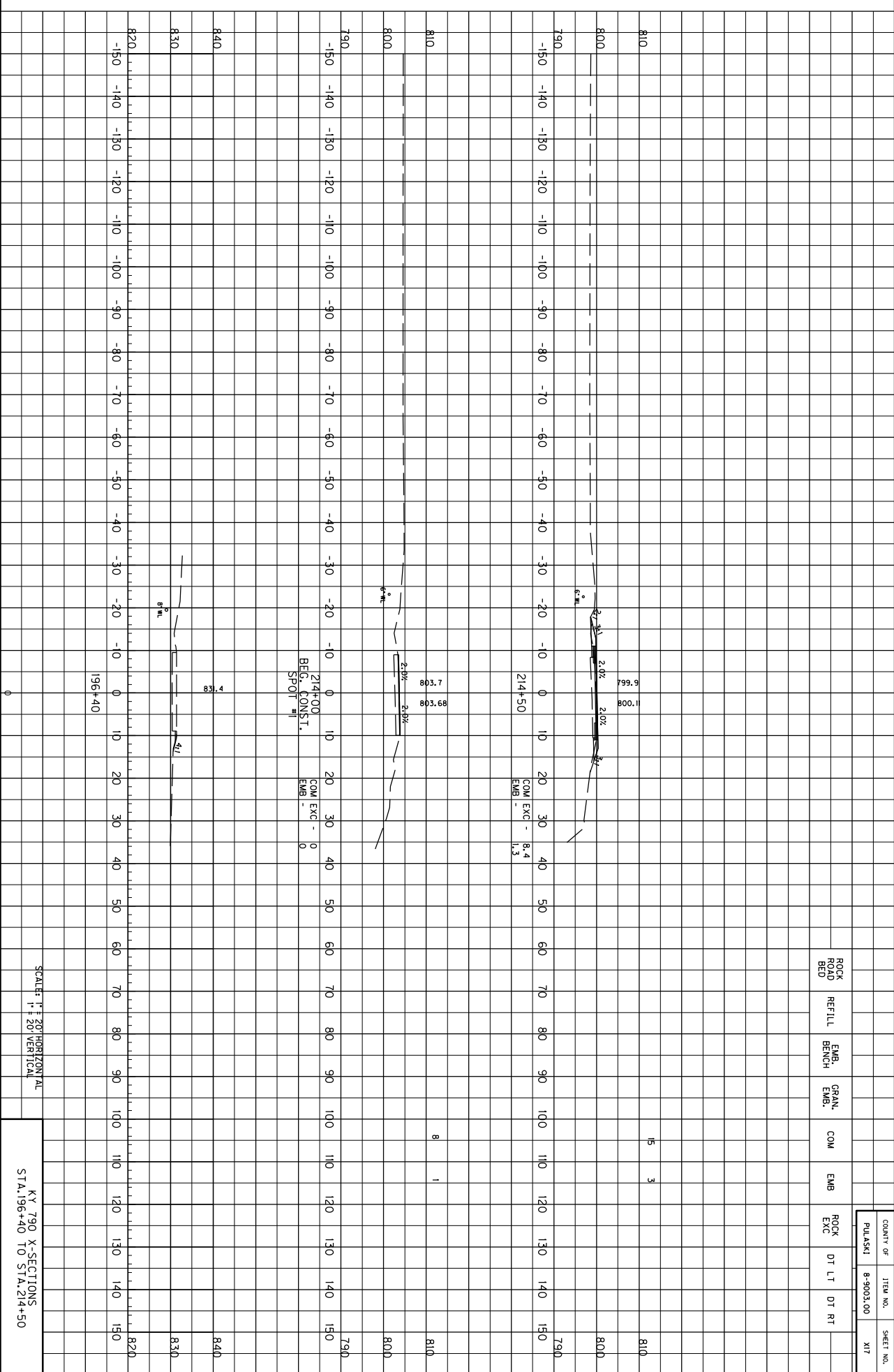




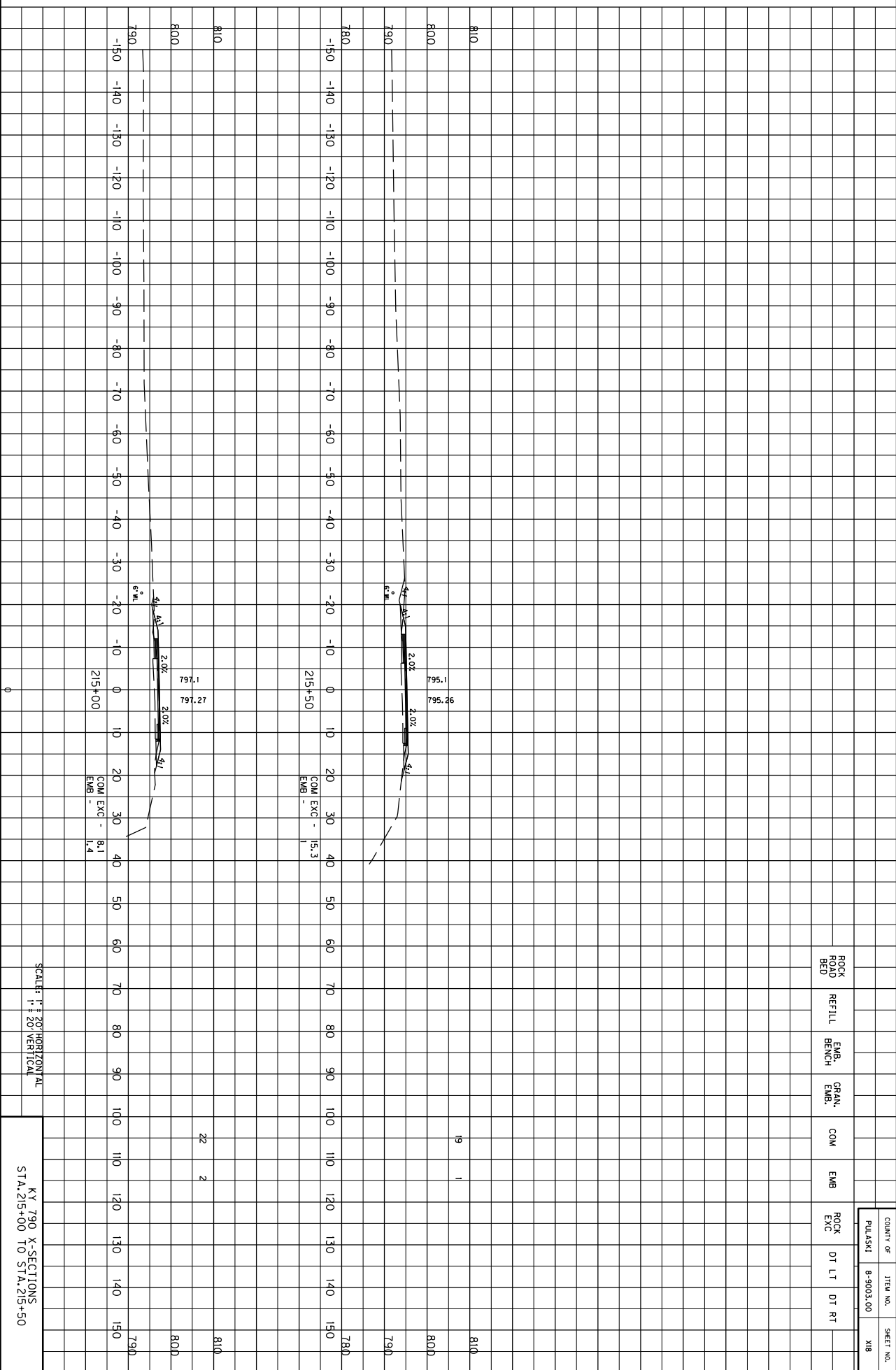


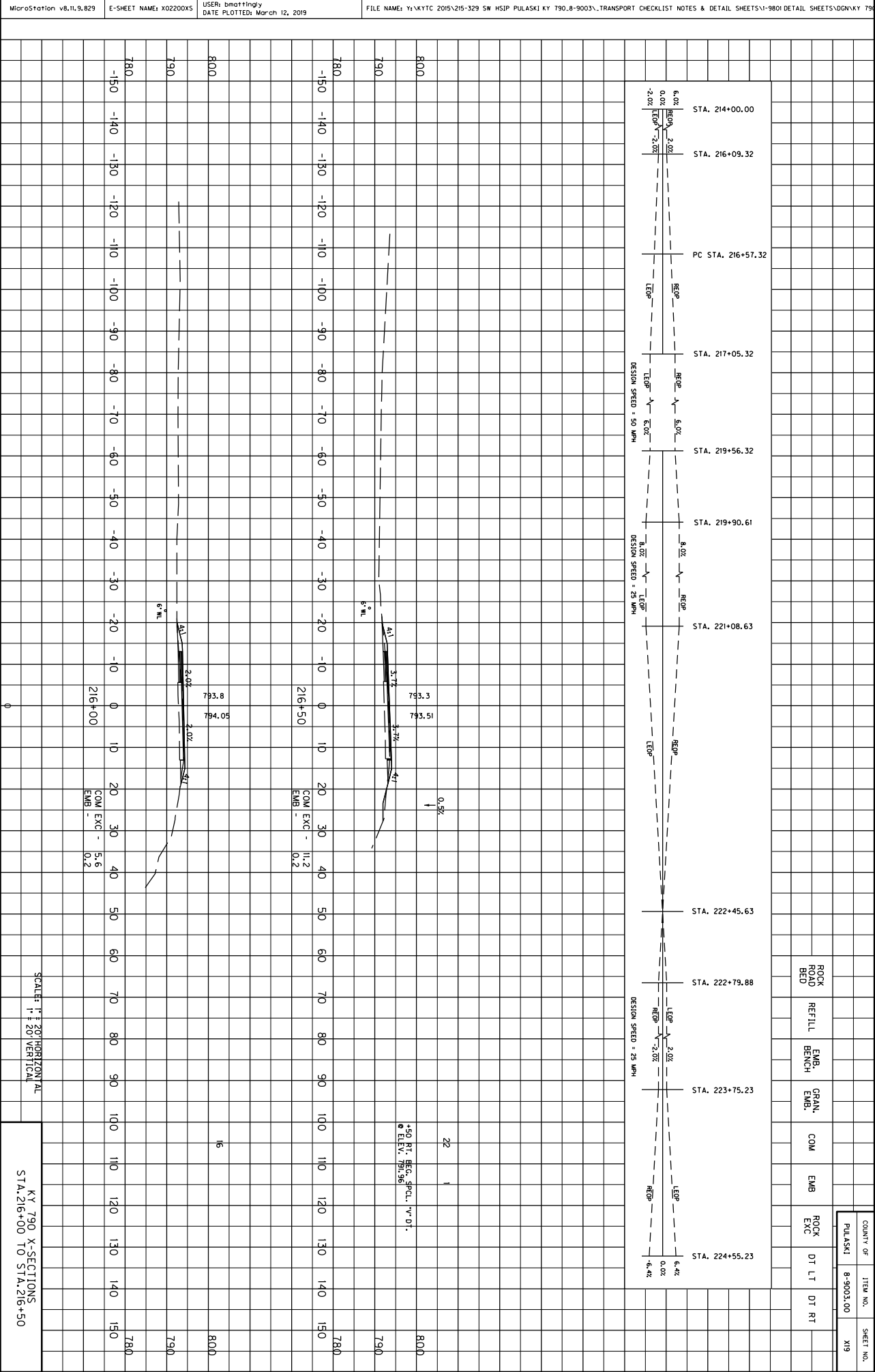


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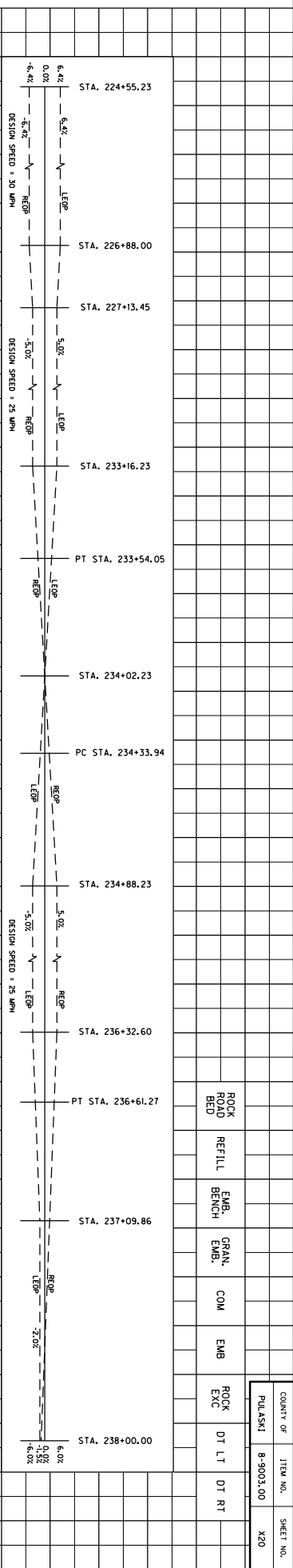
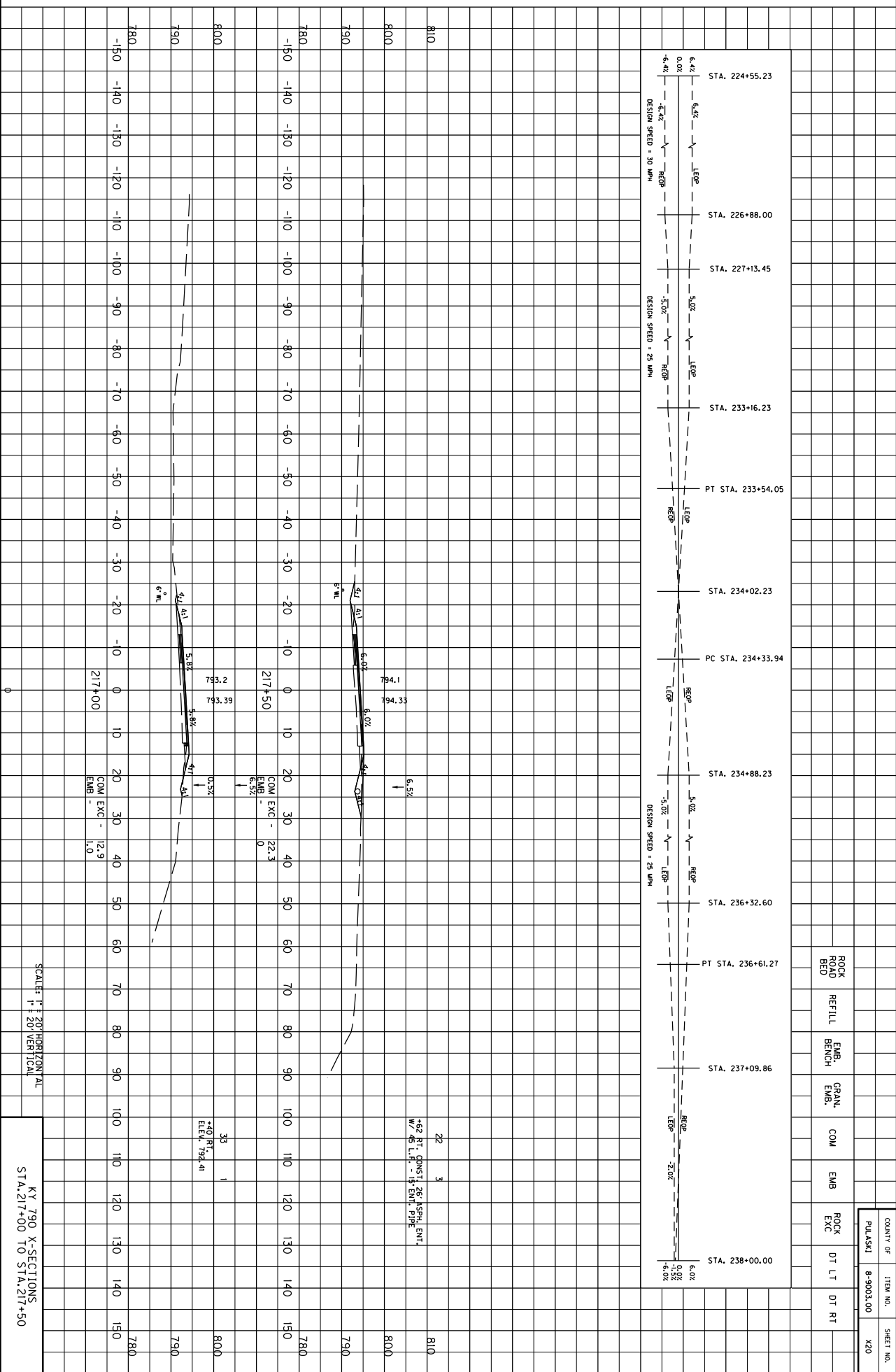


MicroStation v8.11.9.829

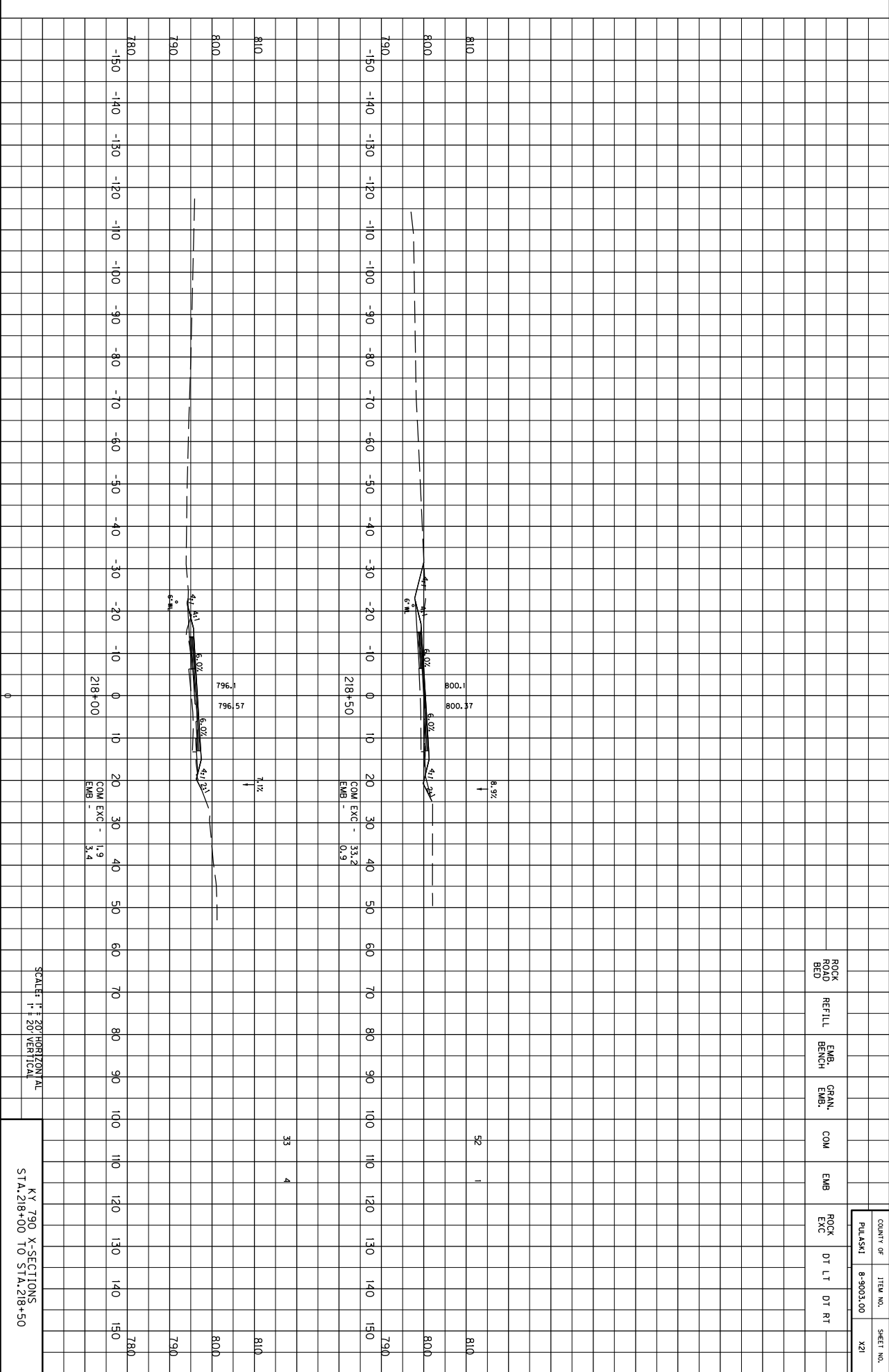
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USER: bmattingly  
DATE PLOTTED: March 12, 2019

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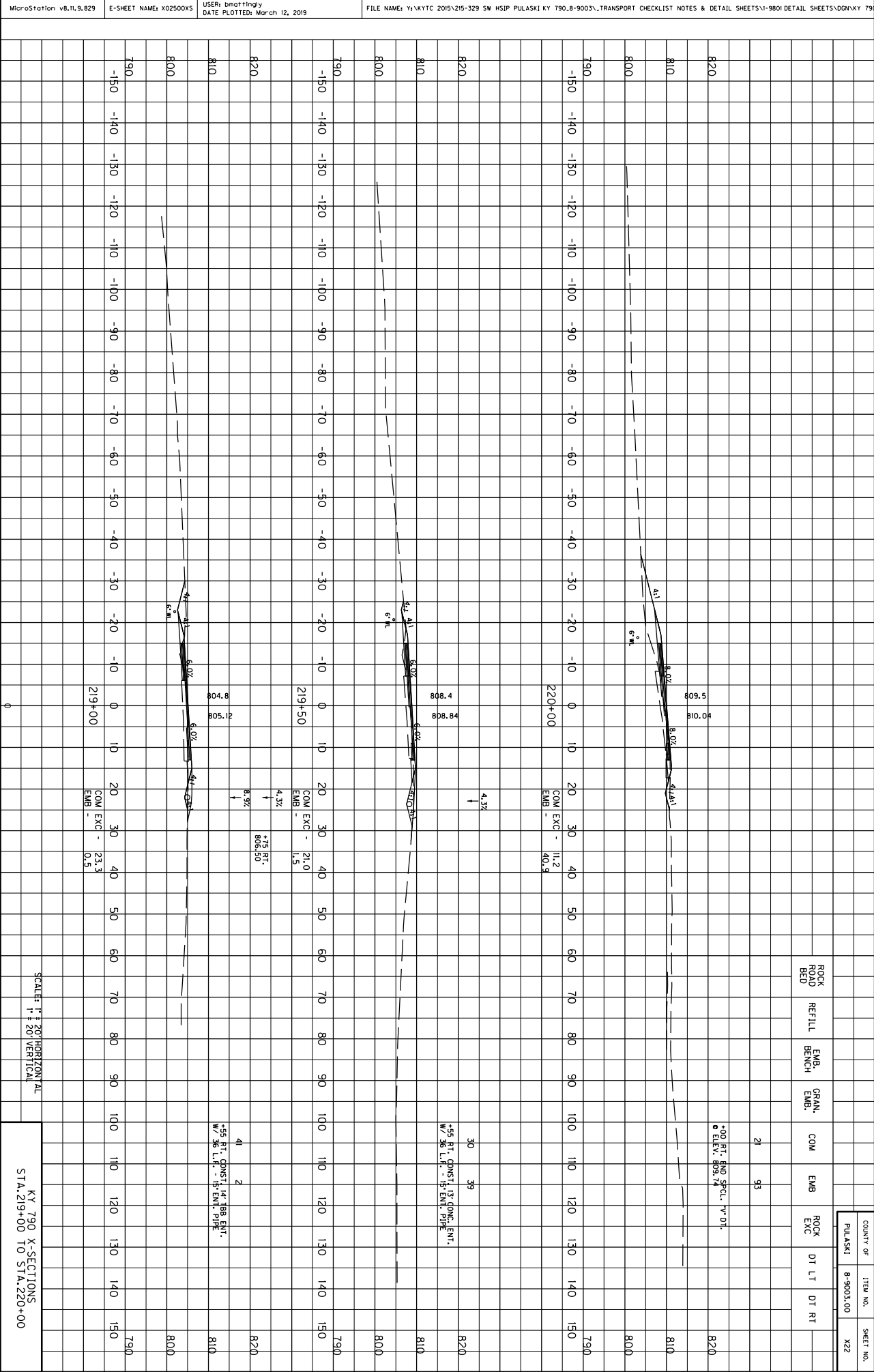


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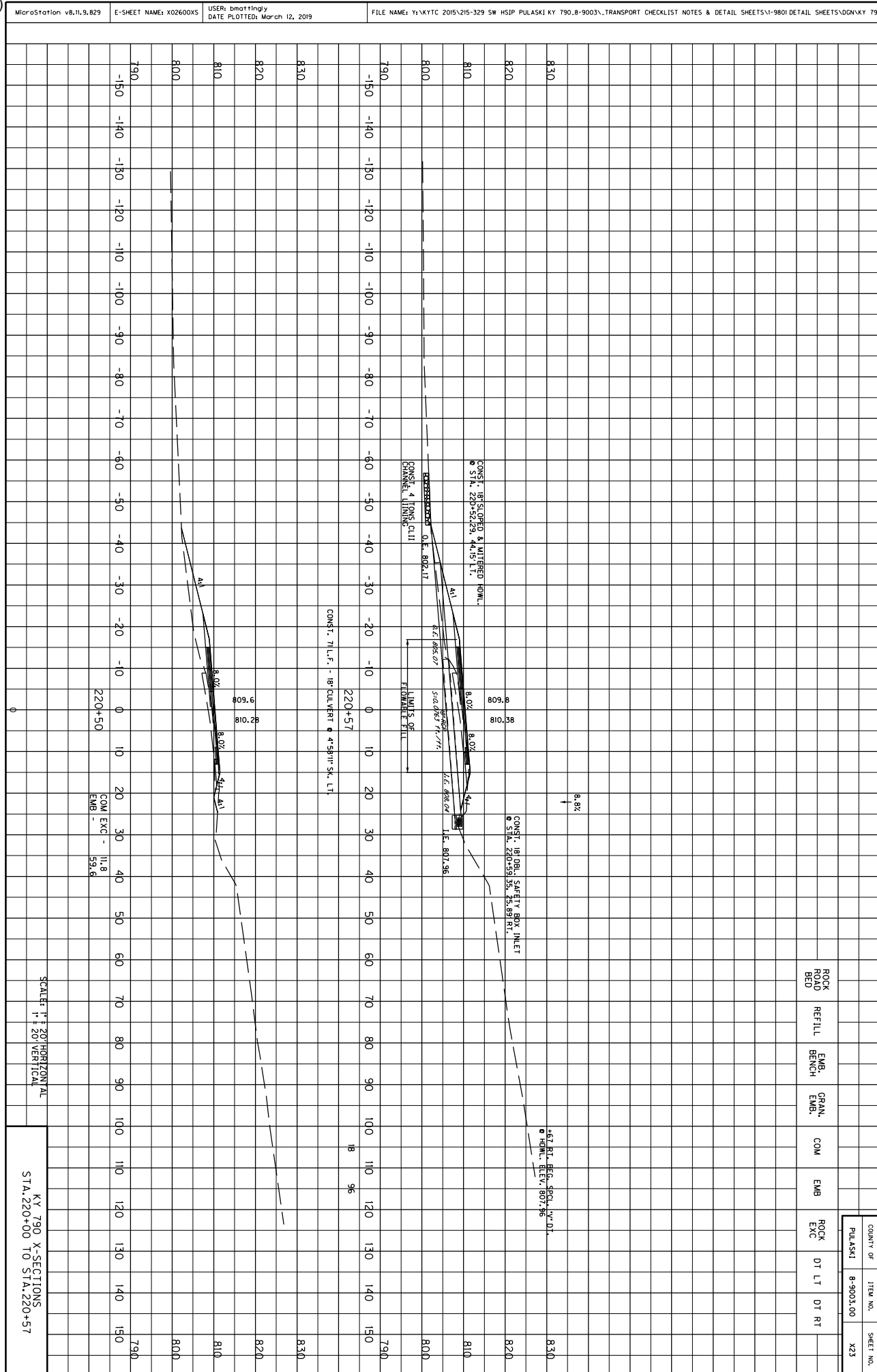


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1" = 20' VERTICAL

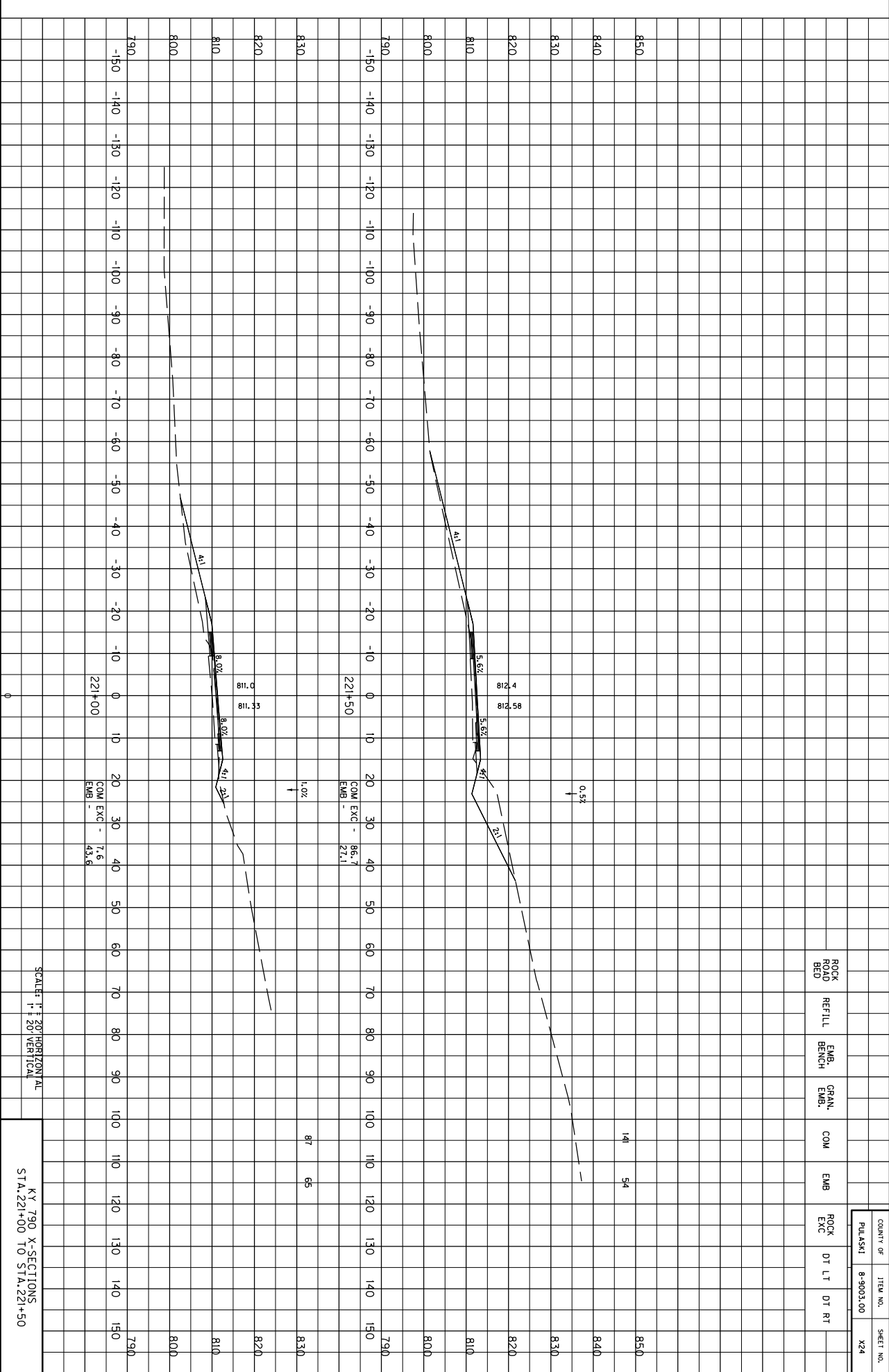
KY 790 X-SECTIONS  
STA. 218+00 TO STA. 218+50

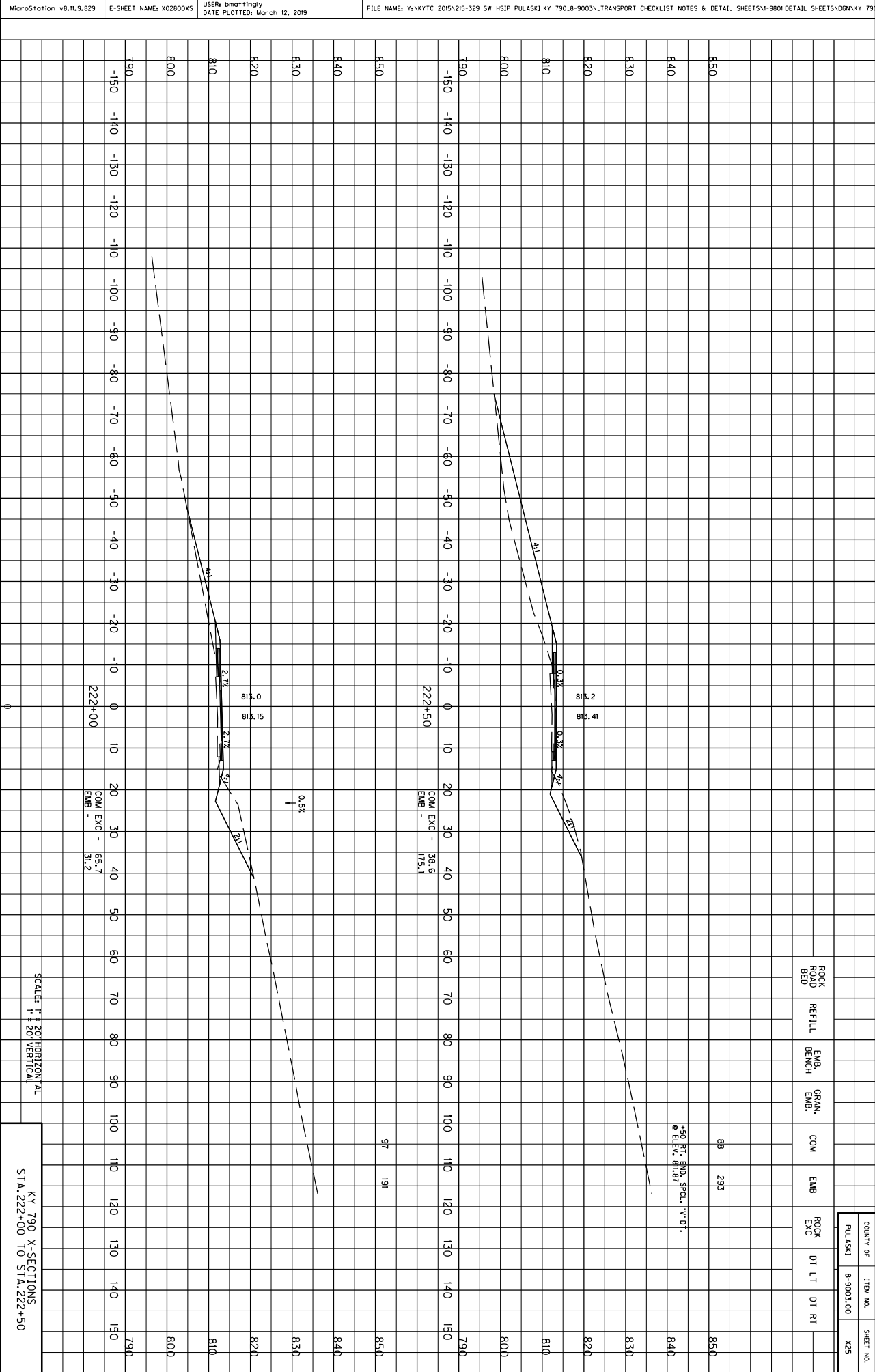


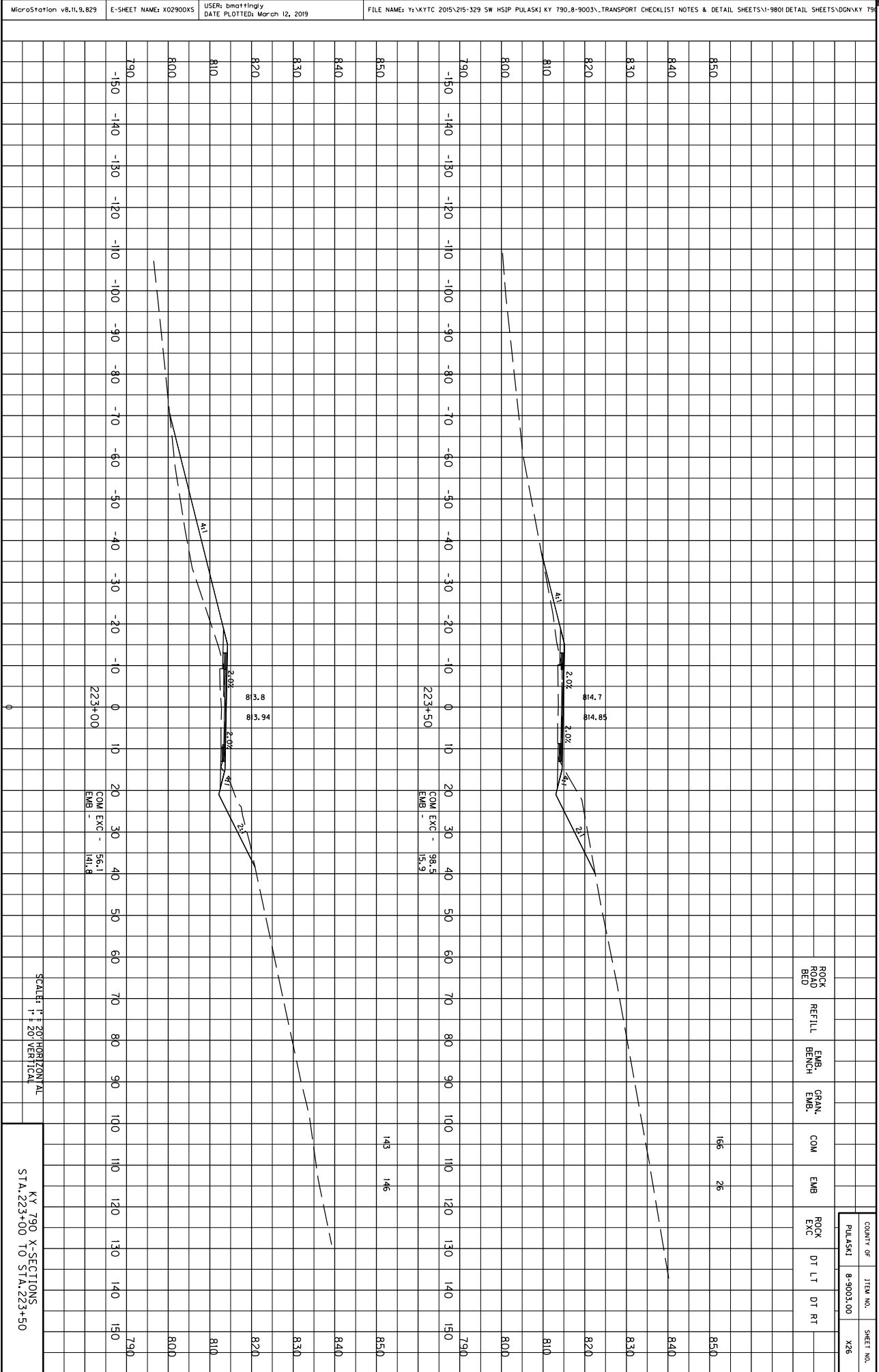


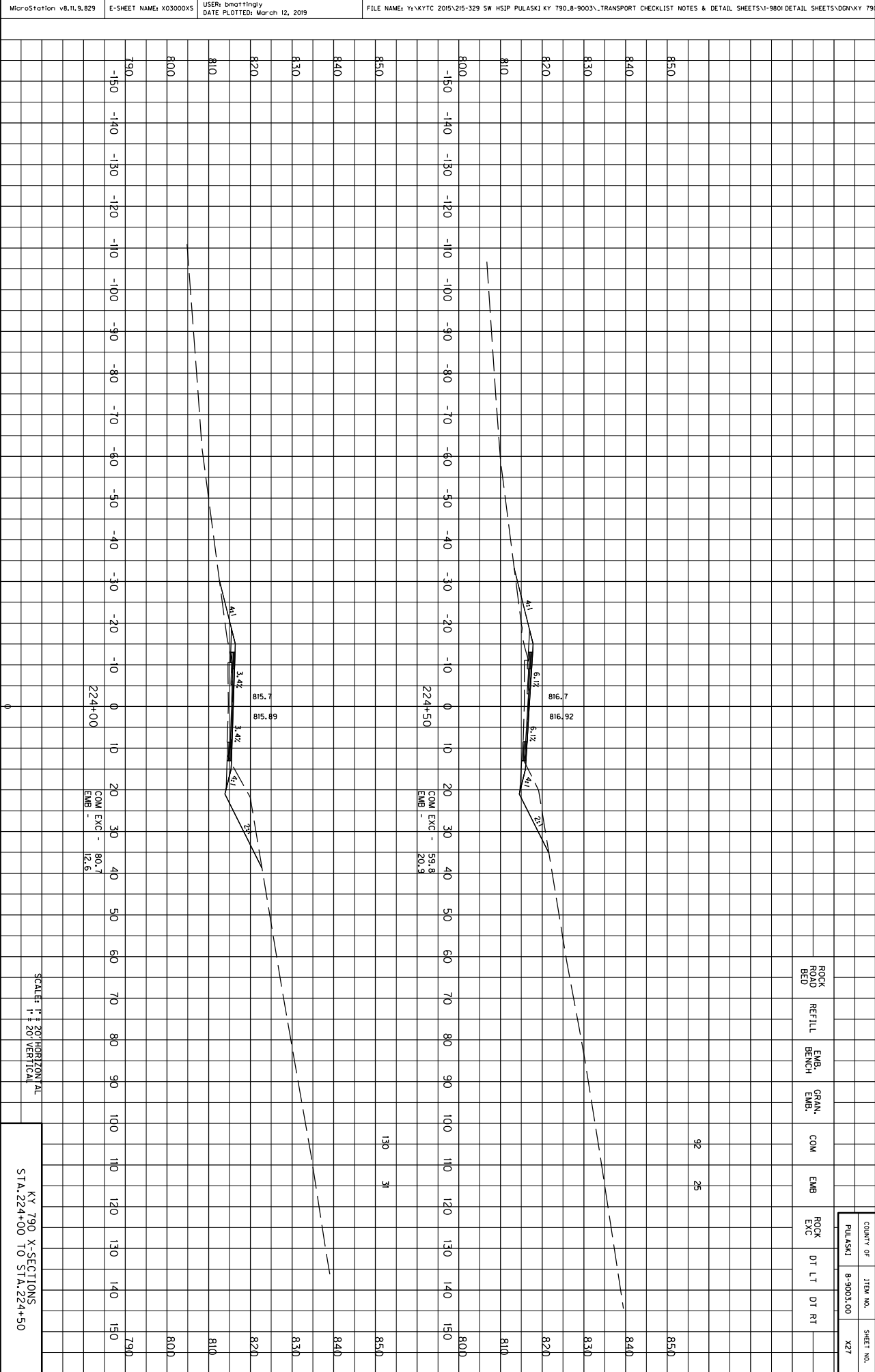


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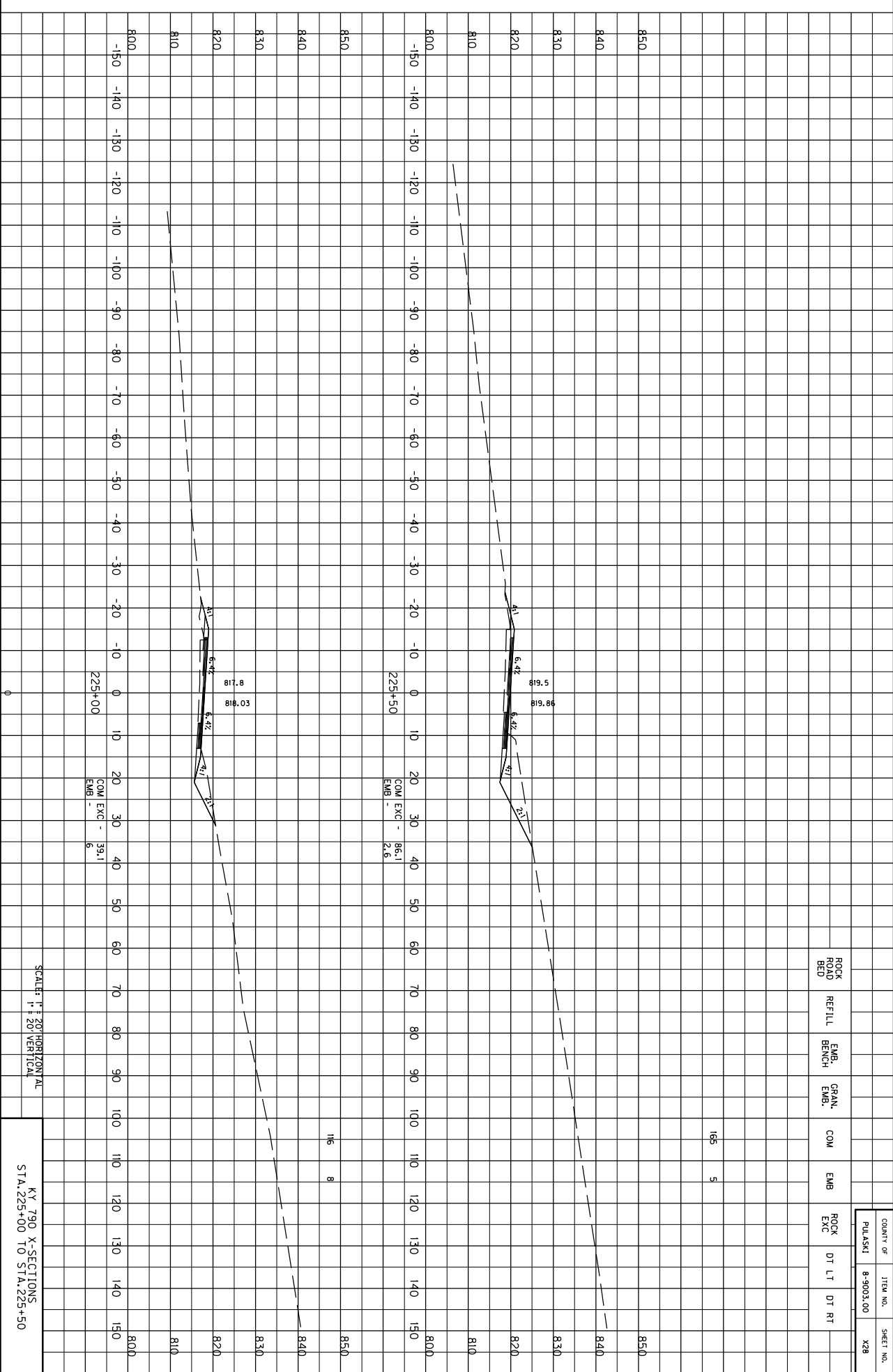


MicroStation v8.11.9.829

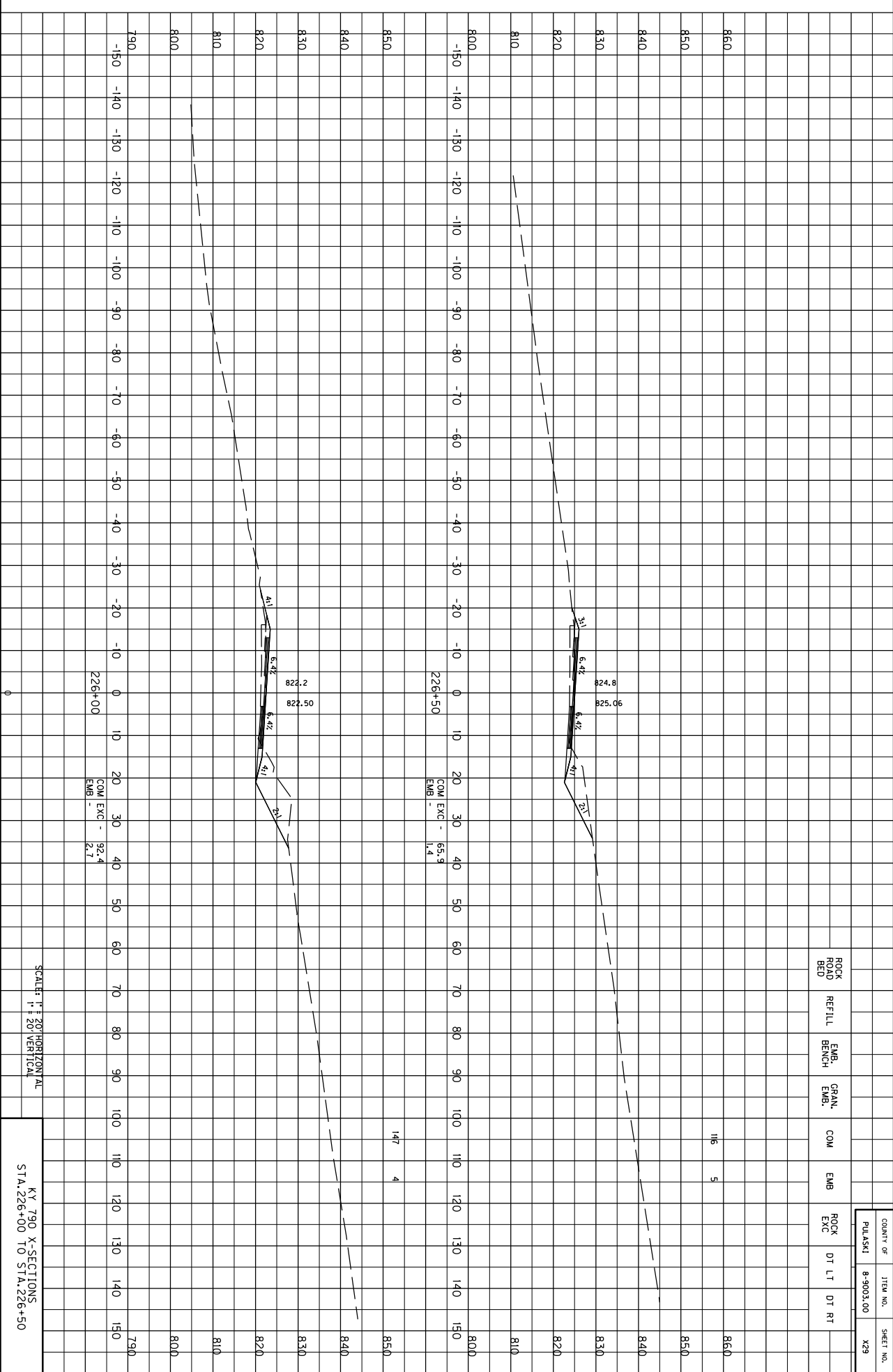
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USER: bmattingly  
DATE PLOTTED: March 12, 2019

FILE NAME: Y:\XYTC 2015\215-329 SW HSIP PULASKI KY 790.8-9003\TRANSPORT CHECKLIST NOTES & DETAIL SHEETS\1-9801 DETAIL SHEETS\DOGVKY 790.8-9003.XD



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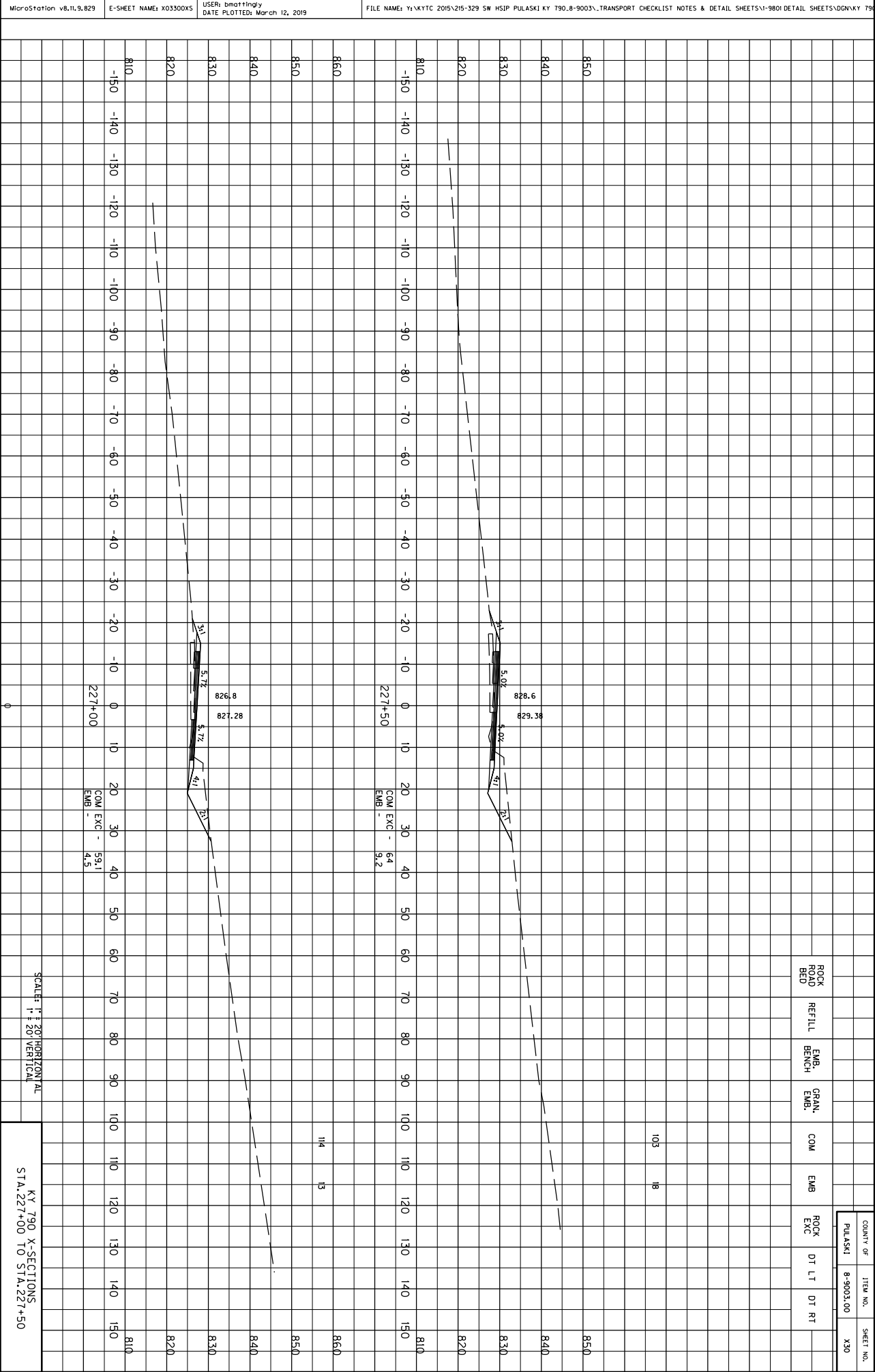


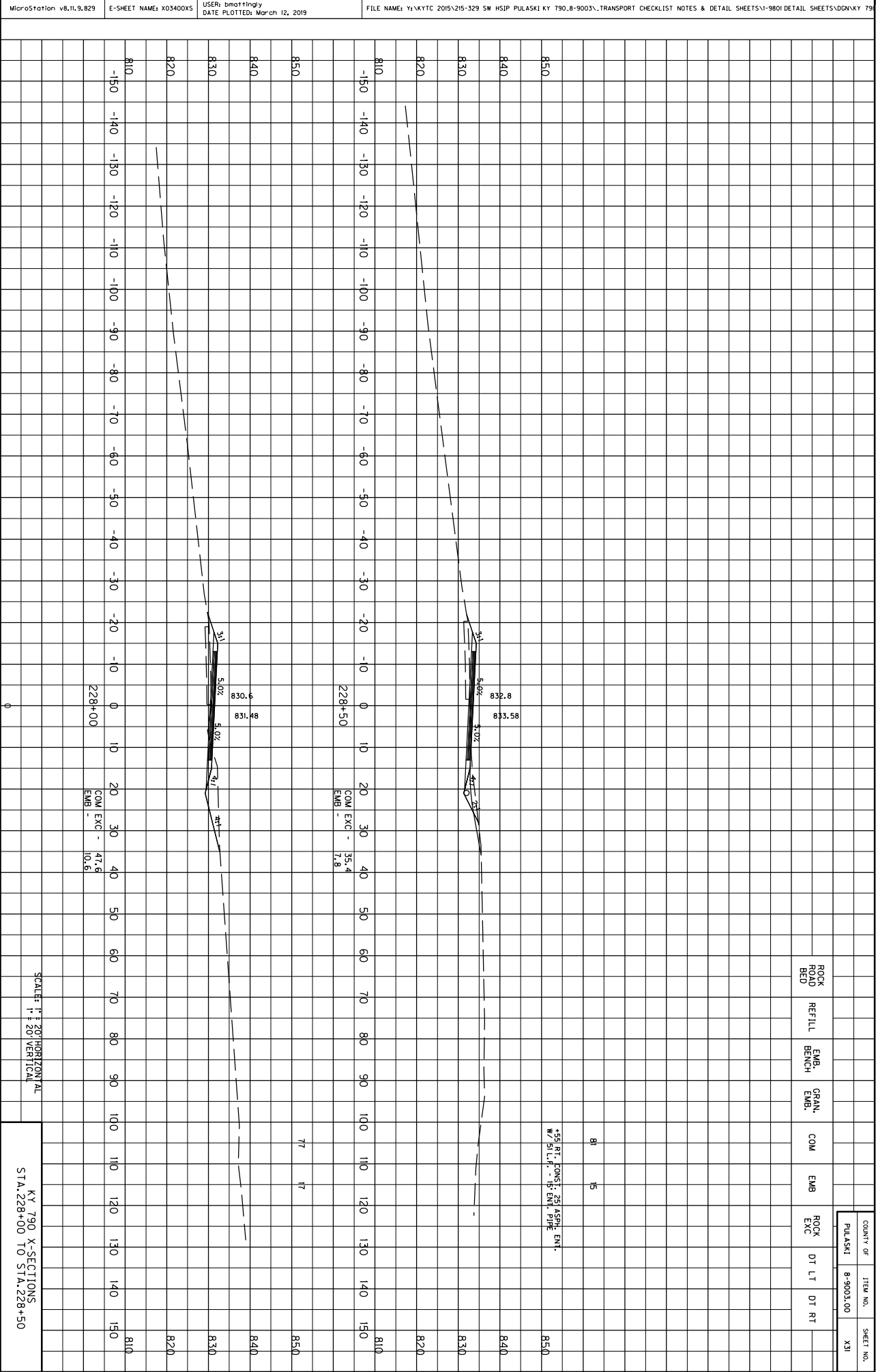
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1" = 20' VERTICAL

KY 790 X-SECTIONS  
STA. 226+00 TO STA. 226+50

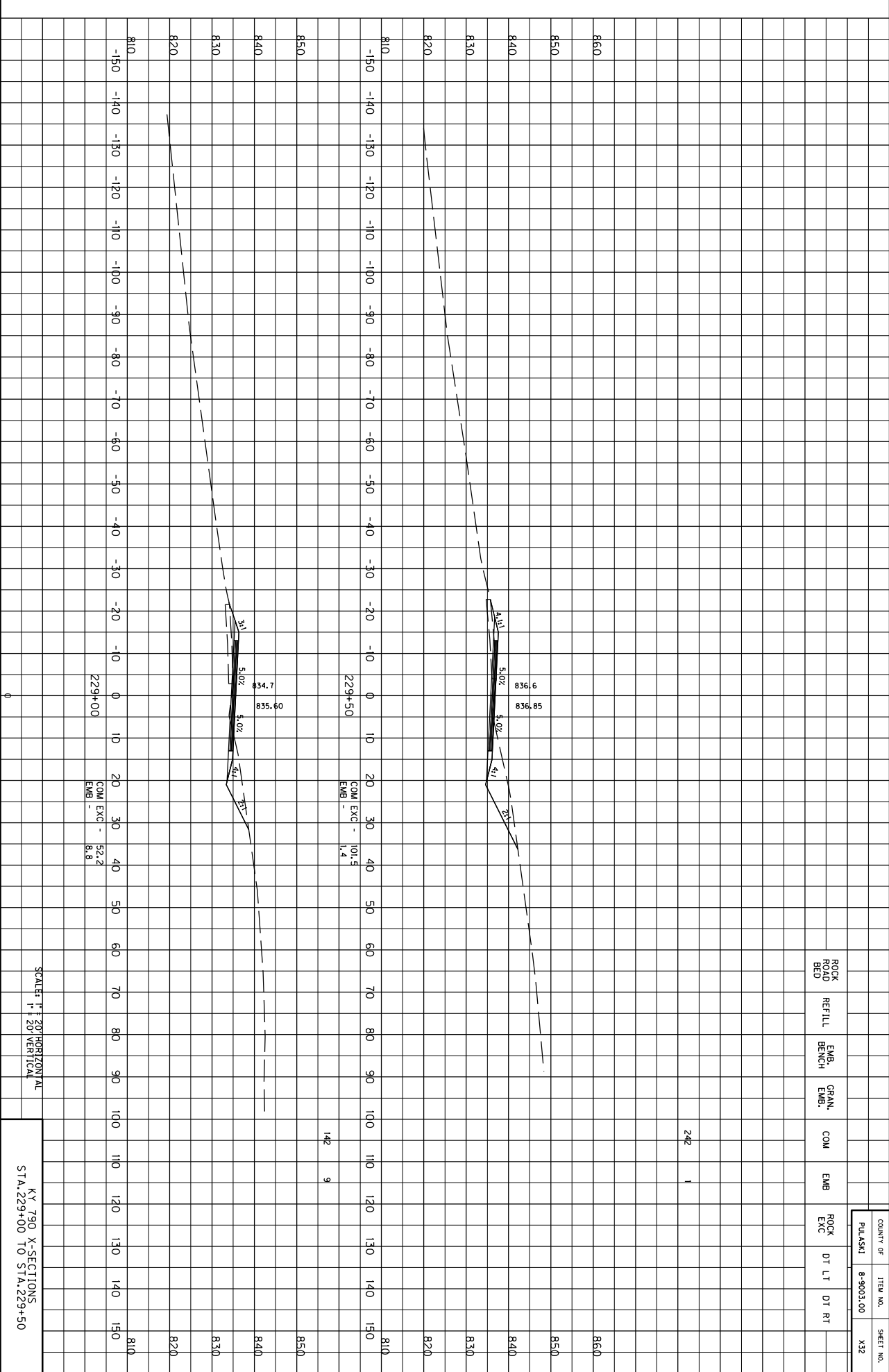
COUNT OF	ITEM NO.	SHEET NO.
PULASKI	8-9003.00	X29





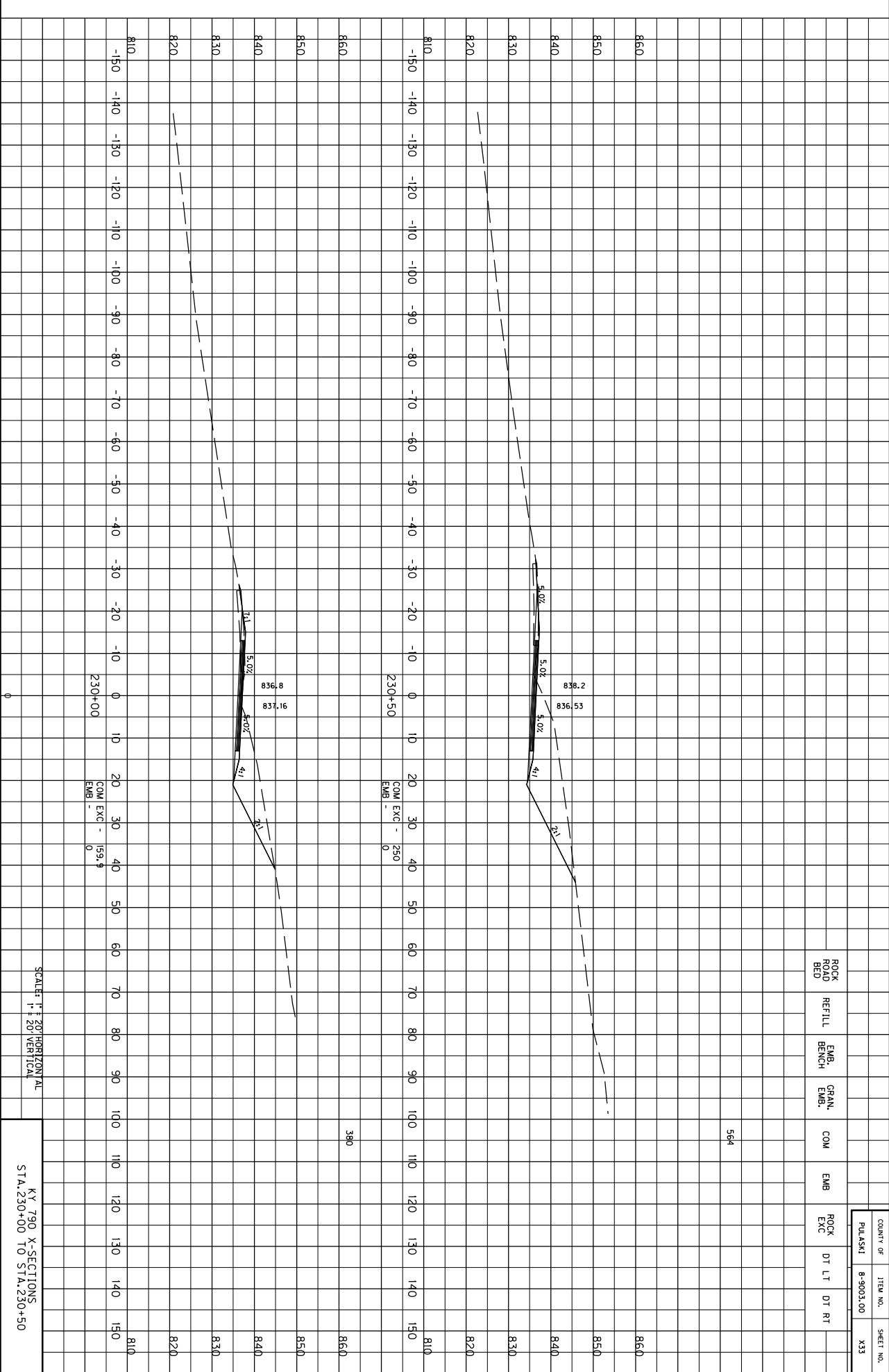


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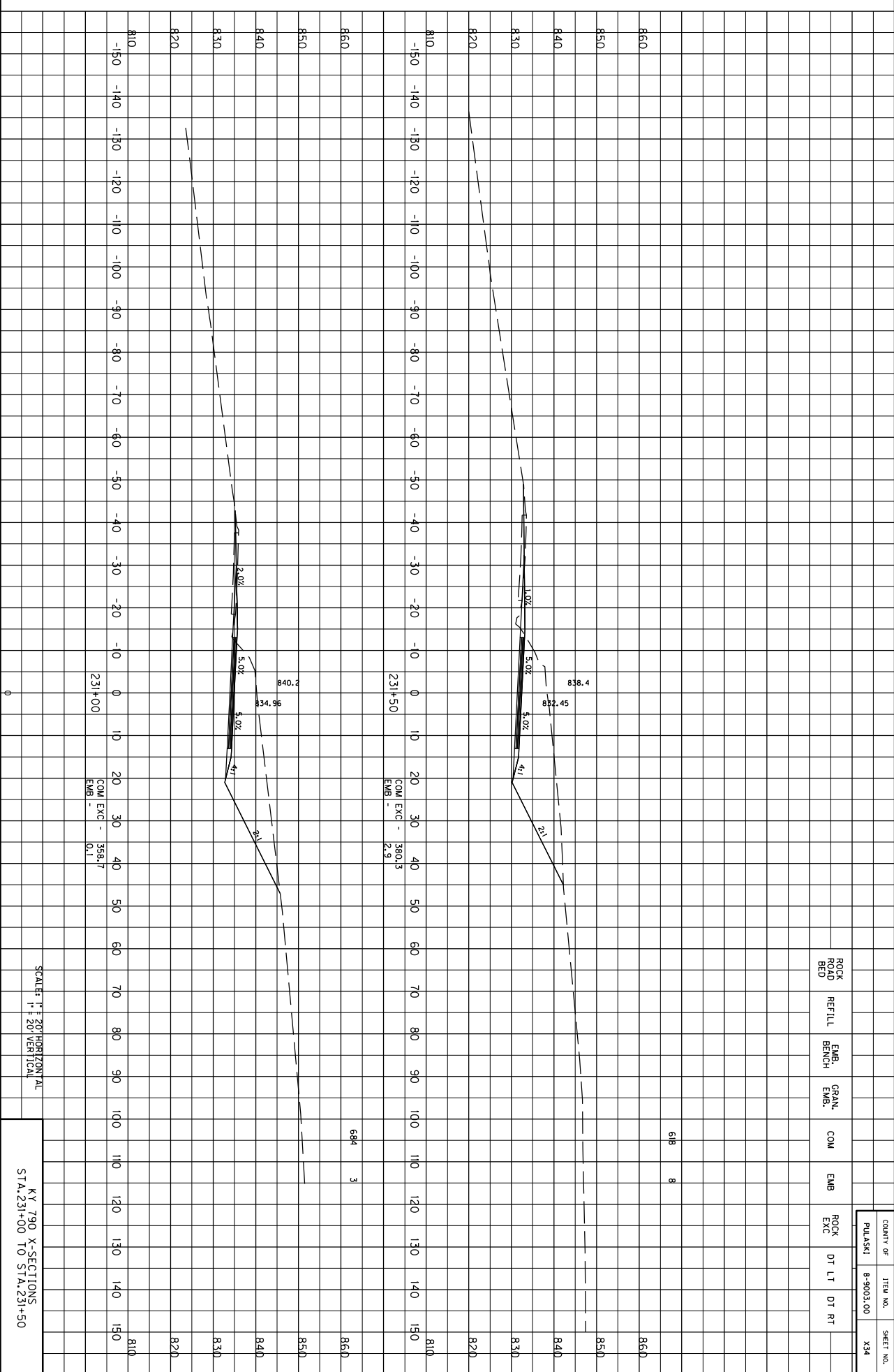


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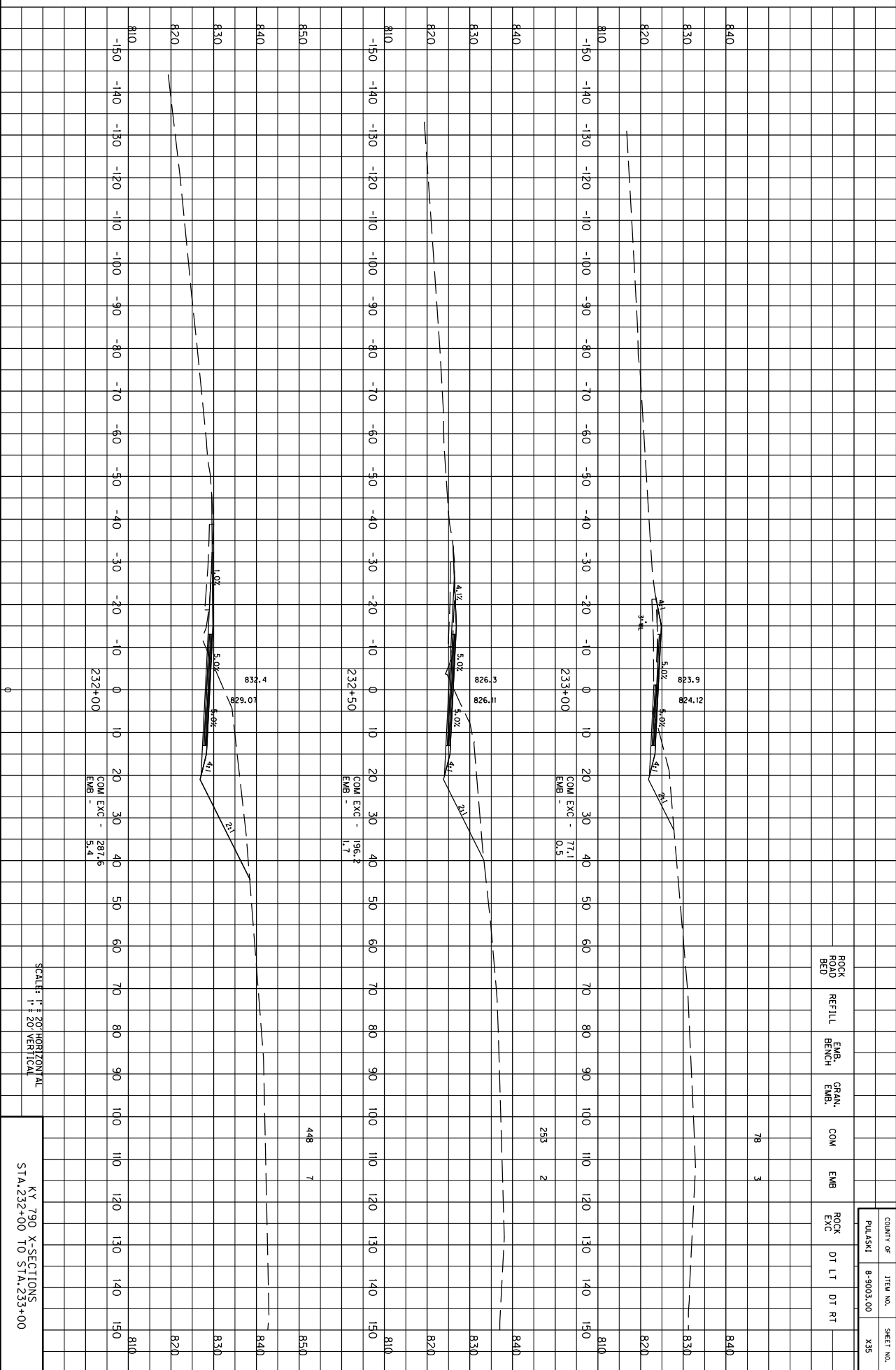


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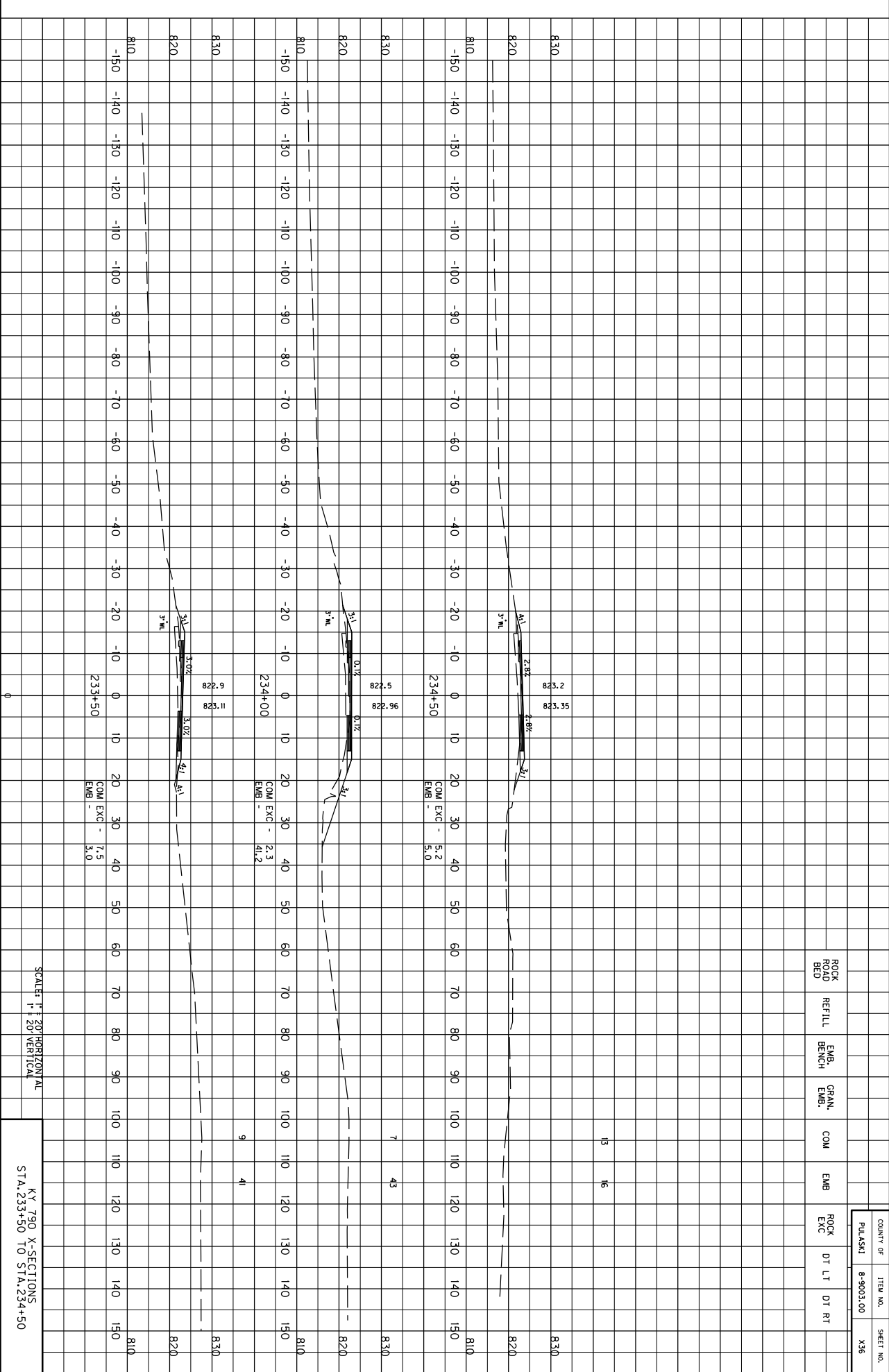


MicroStation v8.11.9.829

E-SHEET NAME: X03900X5

USER: bmattingly  
DATE PLOTTED: March 12, 2019

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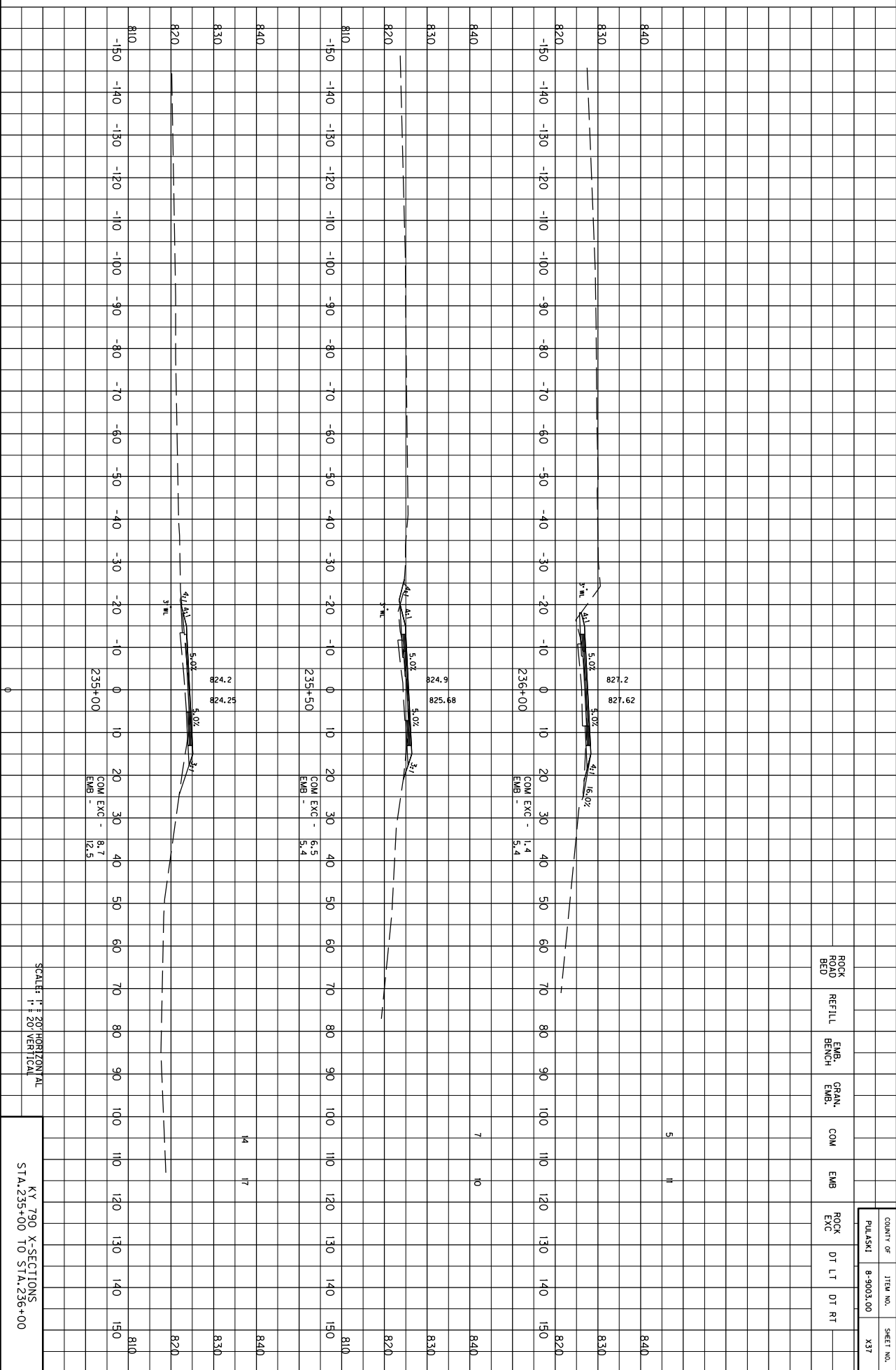


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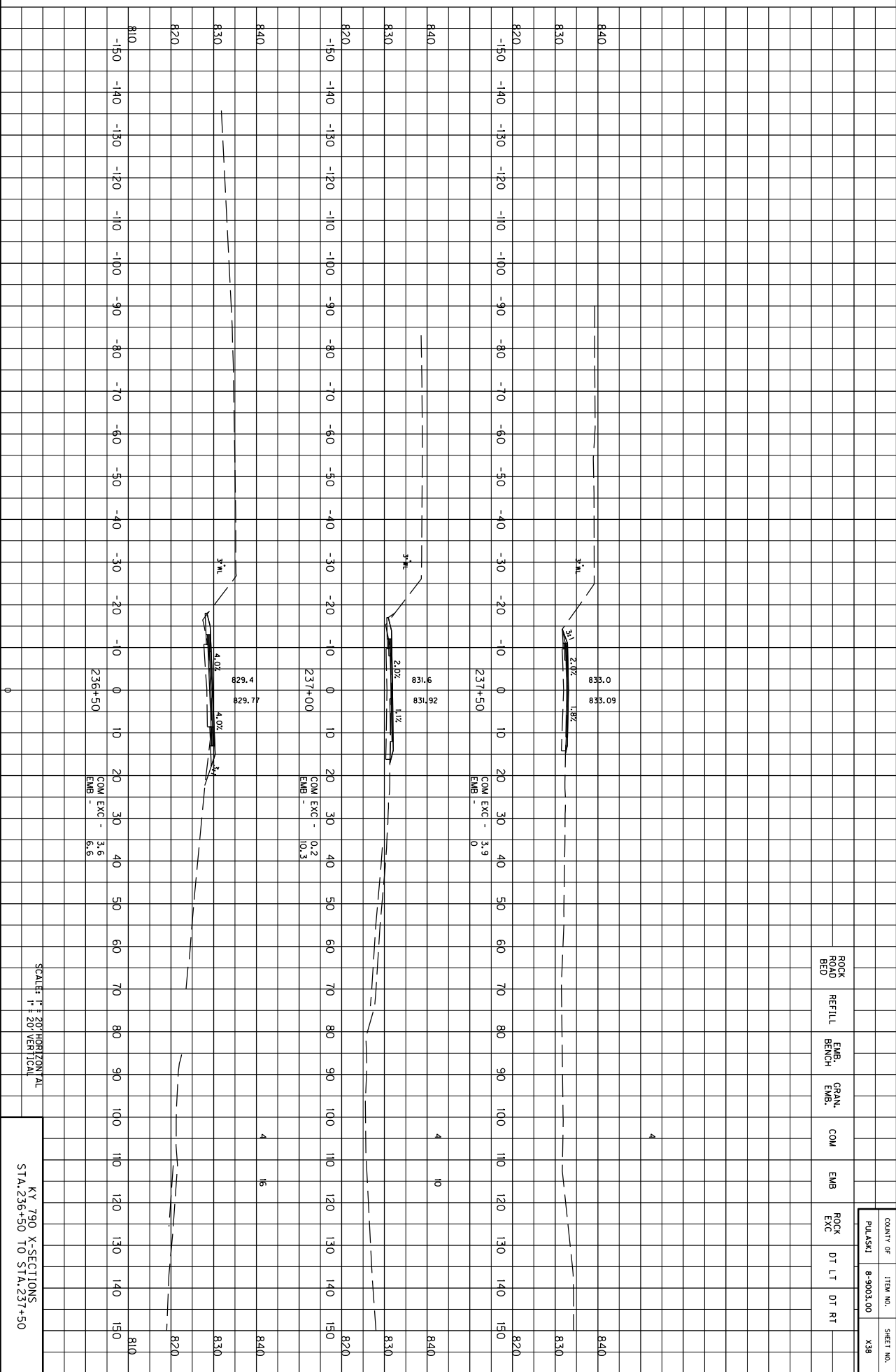
KY 790 X-SECTIONS  
STA. 233+50 TO STA. 234+50

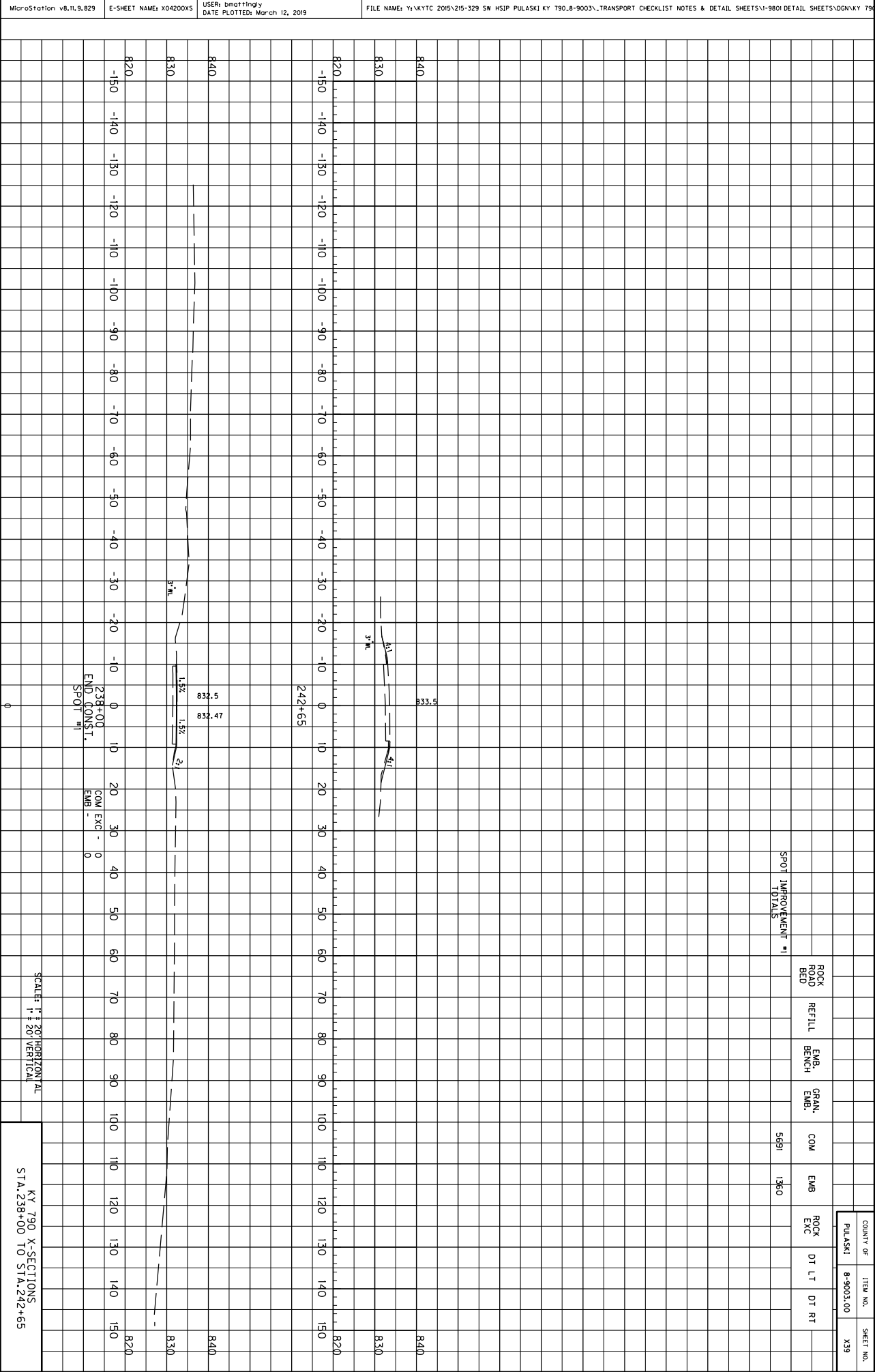


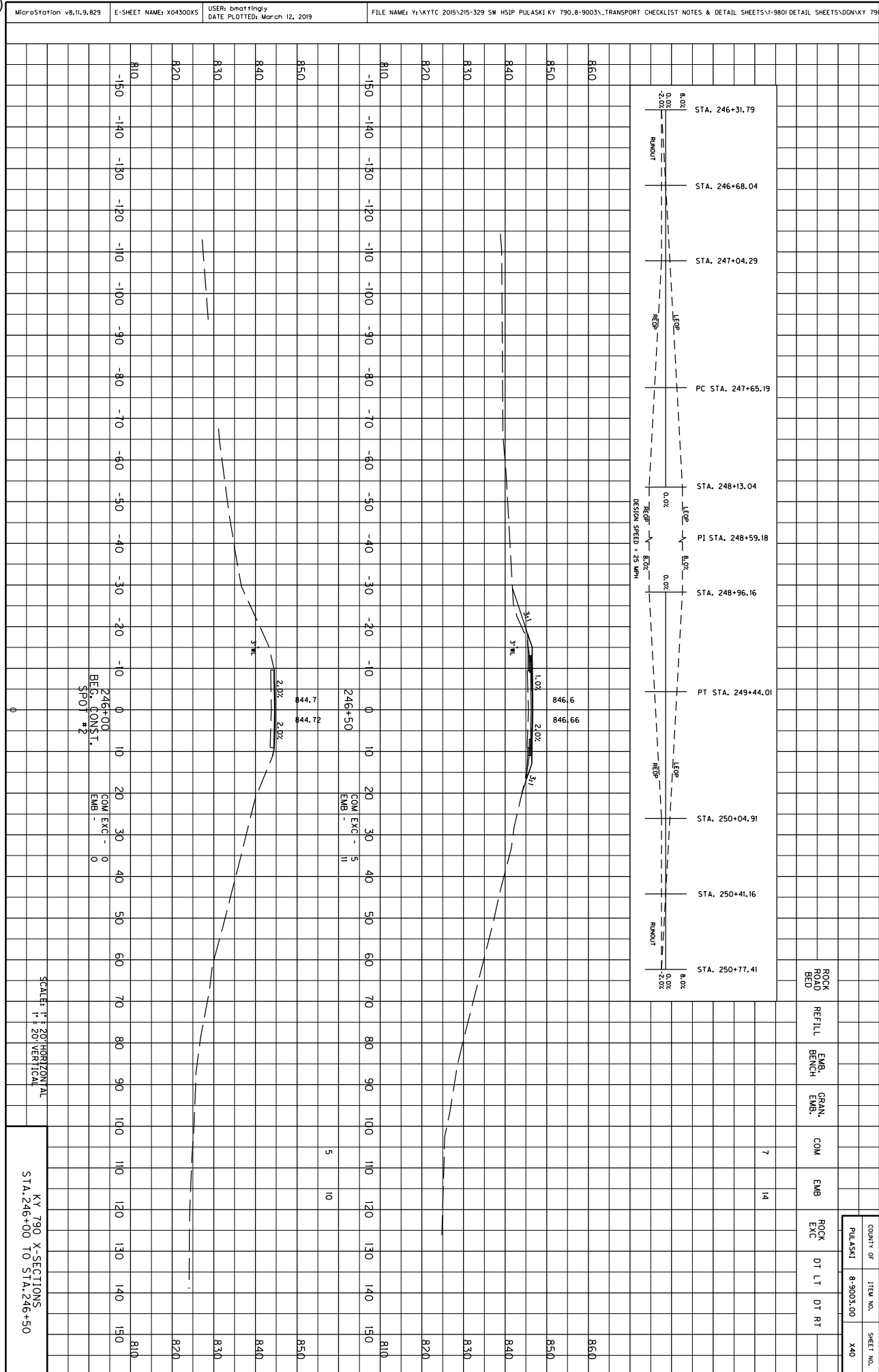
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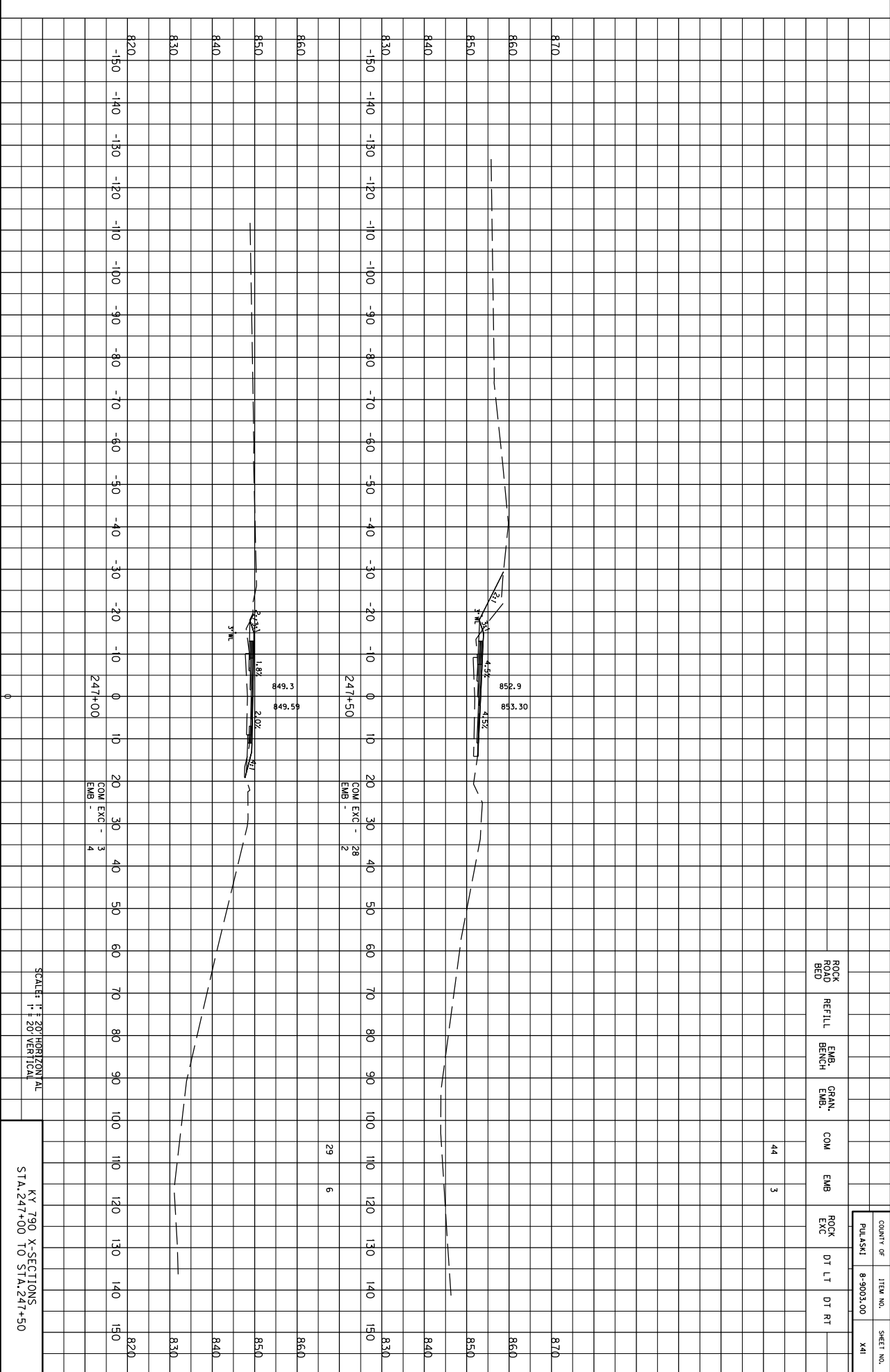


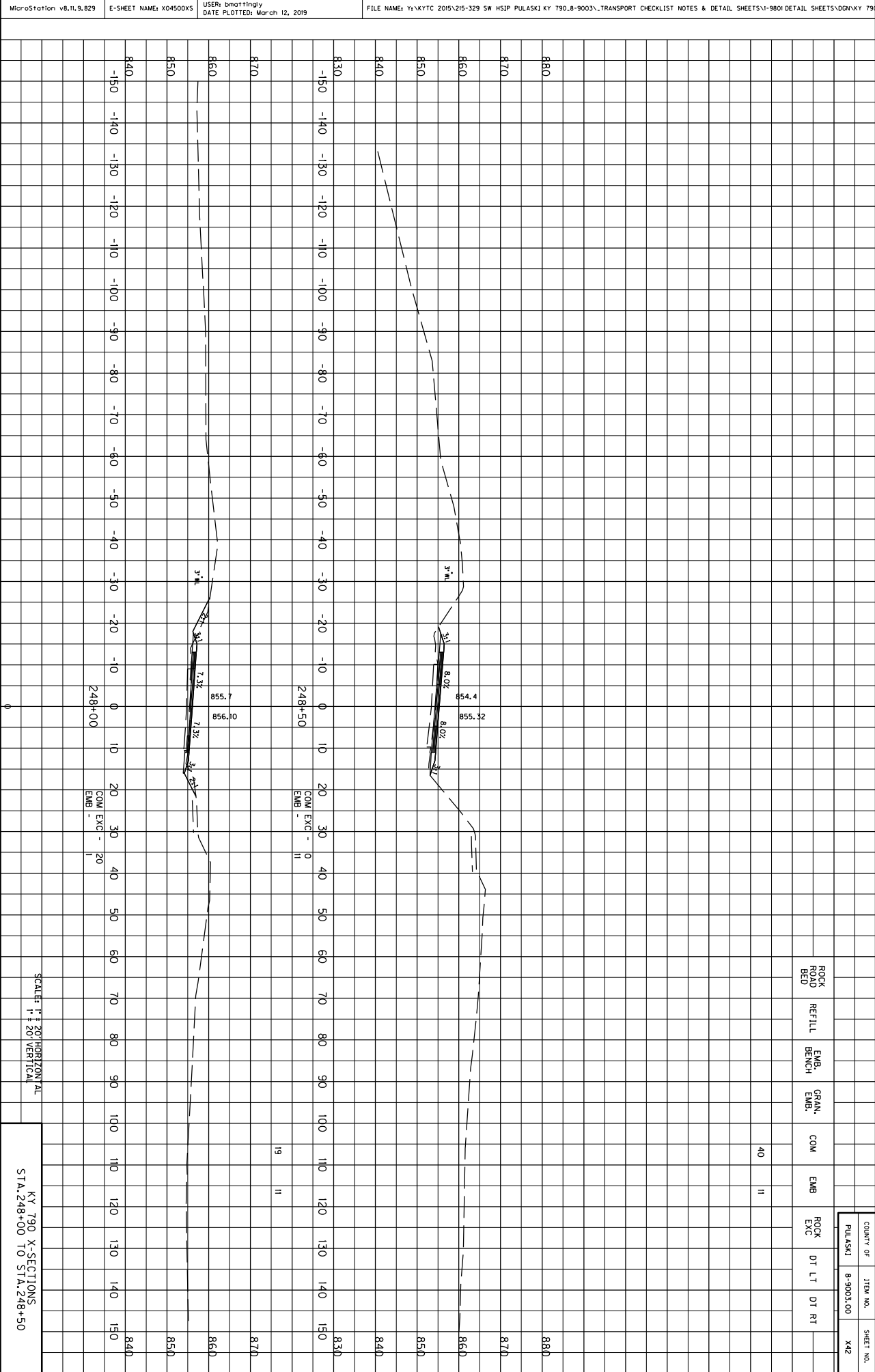
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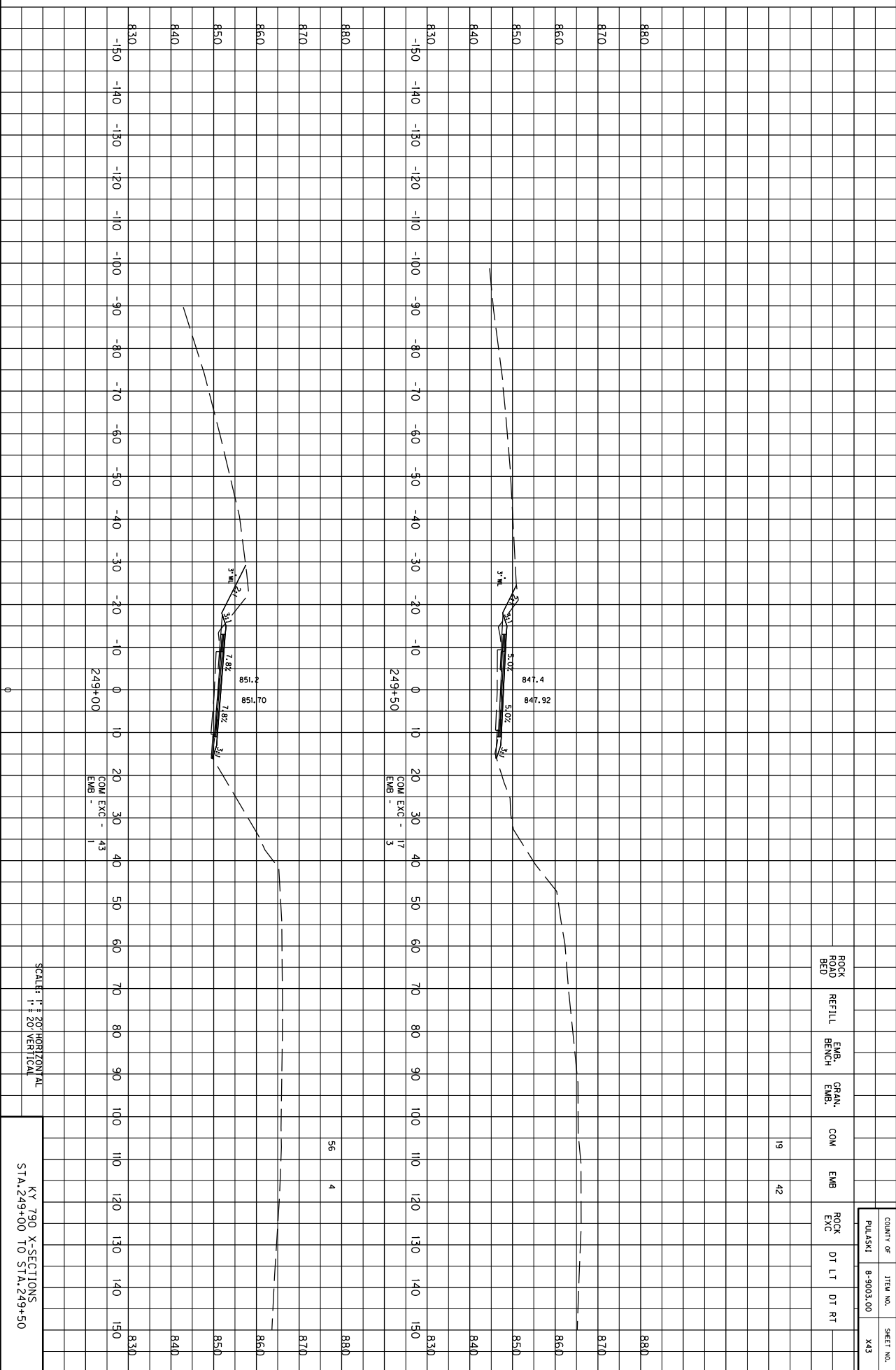


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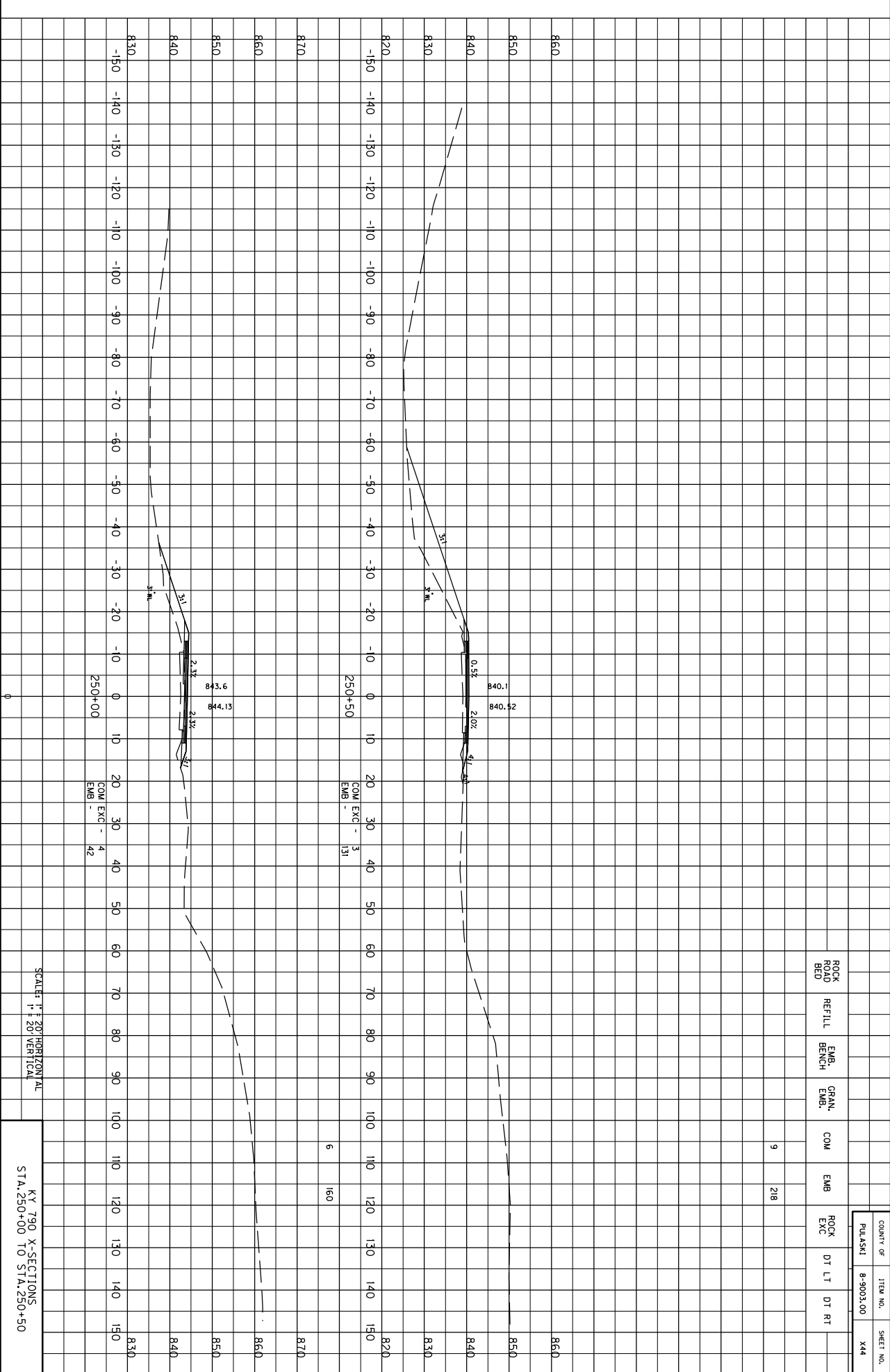
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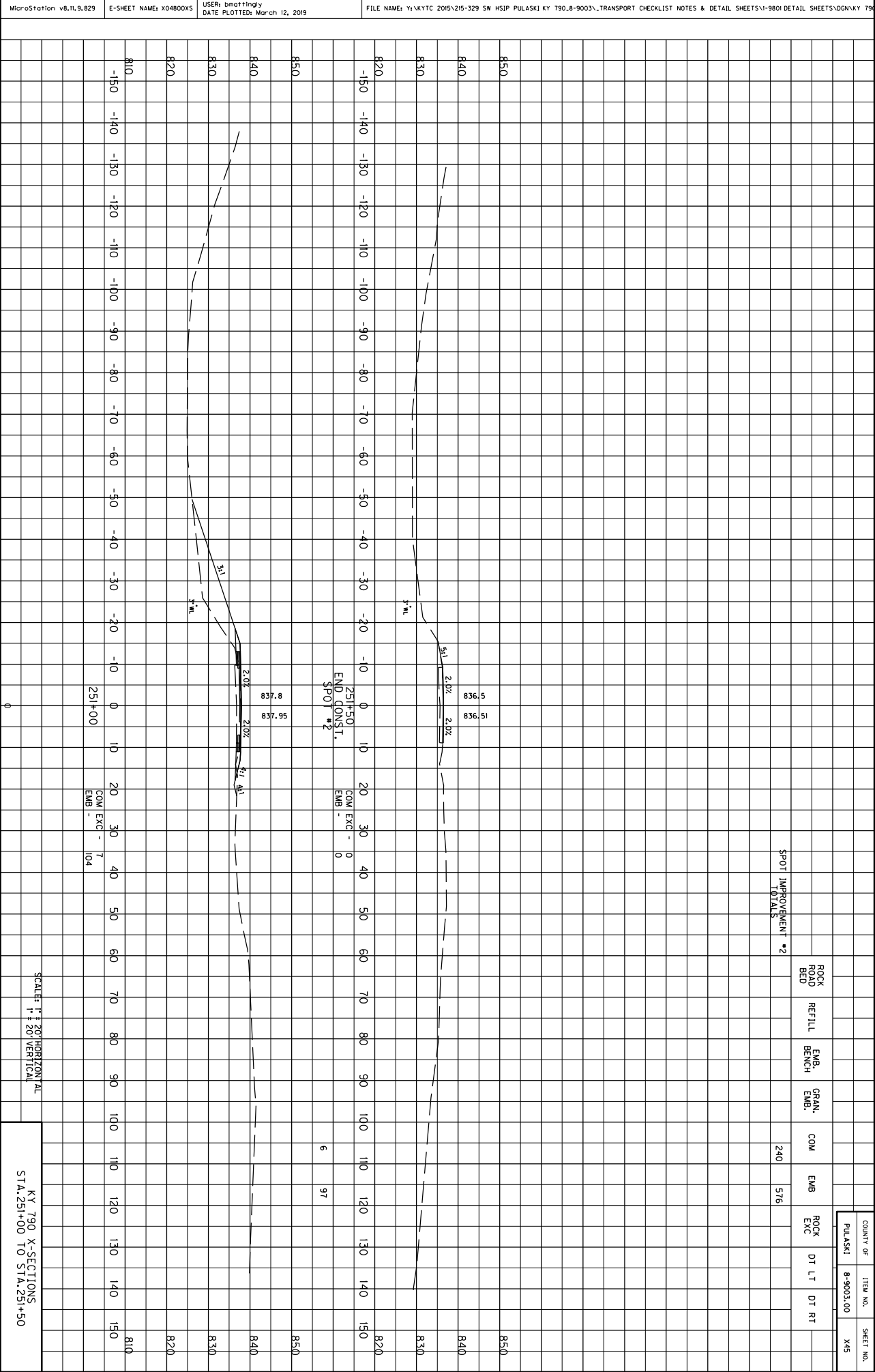
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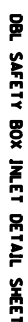




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COUNTY OF	ITEM NO.	SHEET NO.

**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 2016*.

## **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>

SPECIAL NOTE FOR BARCODE LABEL ON PERMANENT SIGNS

**1.0 DESCRIPTION.** Install barcode label on sheeting signs. Section references herein are to the Department’s 2019 Standard Specifications for Road and Bridge Construction.

**2.0 MATERIALS.** The Department will provide the Contractor with a 2 inch x 1 inch foil barcode label for each permanent sheeting sign. A unique number will be assigned to each barcode label.

The Contractor shall contact the Operations and Pavement Management Branch in the Division of Maintenance at (502) 564-4556 to obtain the barcode labels.

**3.0 CONSTRUCTION.** Apply foil barcode label in the lower right quadrant of the sign back. Signs where the bottom edge is not parallel to the ground, the lowest corner of the sign shall serve as the location to place the barcode label. The barcode label shall be placed no less than one-inch and no more than three inches from any edge of the sign. The barcode must be placed so that the sign post does not cover the barcode label.

Barcodes shall be applied in an indoor setting with a minimum air temperature of 50°F or higher. Prior to application of the barcode label, the back of the sign must be clean and free of dust, oil, etc. If the sign is not clean, an alcohol swab shall be used to clean the area. The area must be allowed to dry prior to placement of the barcode label.

Data for each sign shall include the barcode number, MUTCD reference number, sheeting manufacturer, sheeting type, manufacture date, color of primary reflective surface, installation date, latitude and longitude using the North American Datum of 1983 (NAD83) or the State Plane Coordinates using an x and y ordinate of the installed location.

Data should be provided electronically on the TC 71-229 Sign Details Information and TC 71-230 Sign Assembly Information forms. The Contractor may choose to present the data in a different format provided that the information submitted to the Department is equivalent to the information required on the Department TC forms. The forms must be submitted in electronic format regardless of which type of form is used. The Department will not accept PDF or handwritten forms. These completed forms must be submitted to the Department prior to final inspection of the signs. The Department will not issue formal acceptance for the project until the TC 71-229 and TC-230 electronic forms are completed for all signs and sign assemblies on the project.

**4.0 MEASUREMENT.** The Department will measure all work required for the installation of the barcode label and all work associated with completion and submission of the sign inventory data (TC 71-229 and TC 71-230).

The installation of the permanent sign will be measured in accordance to Section 715.

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

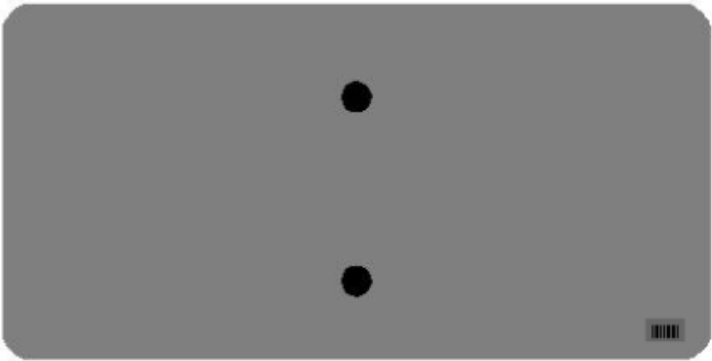
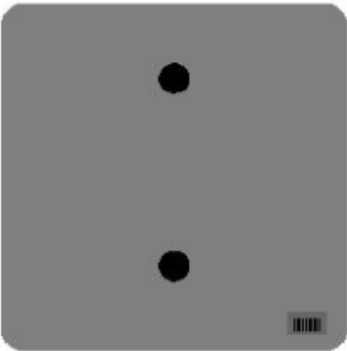
<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
24631EC	Barcode Sign Inventory	Each

The Department will not make payment for this item until all barcodes are installed and sign inventory is complete on every permanent sign installed on the project. The Department will make payment for installation of the permanent sign in accordance to Section 715. The Department will consider payment as full compensation for all work required under this special note.

One Sign Post

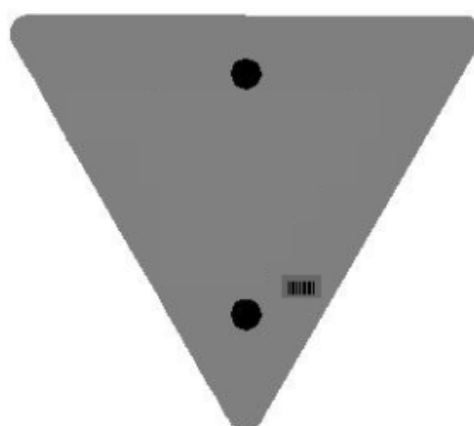
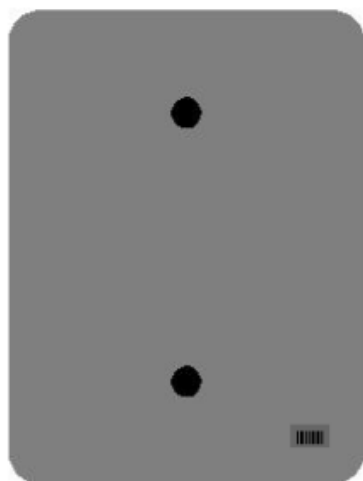
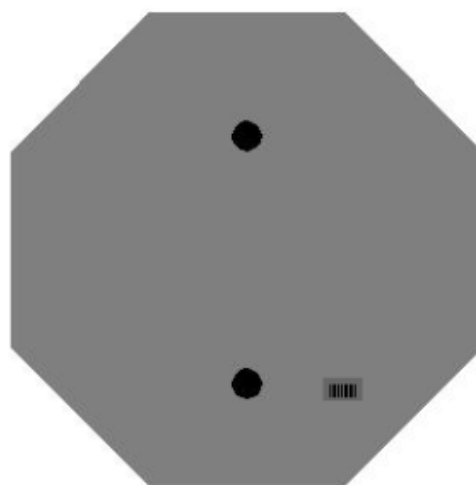
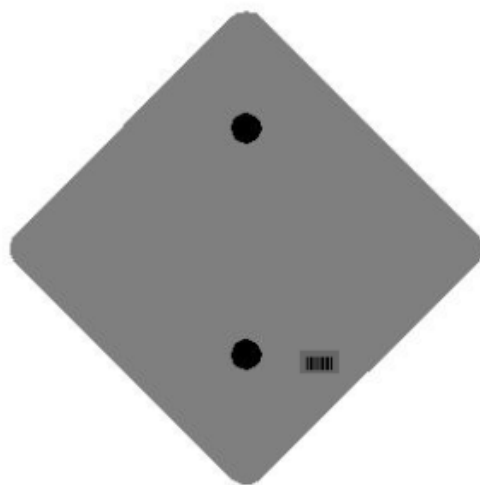


↑  
2" Wide Post

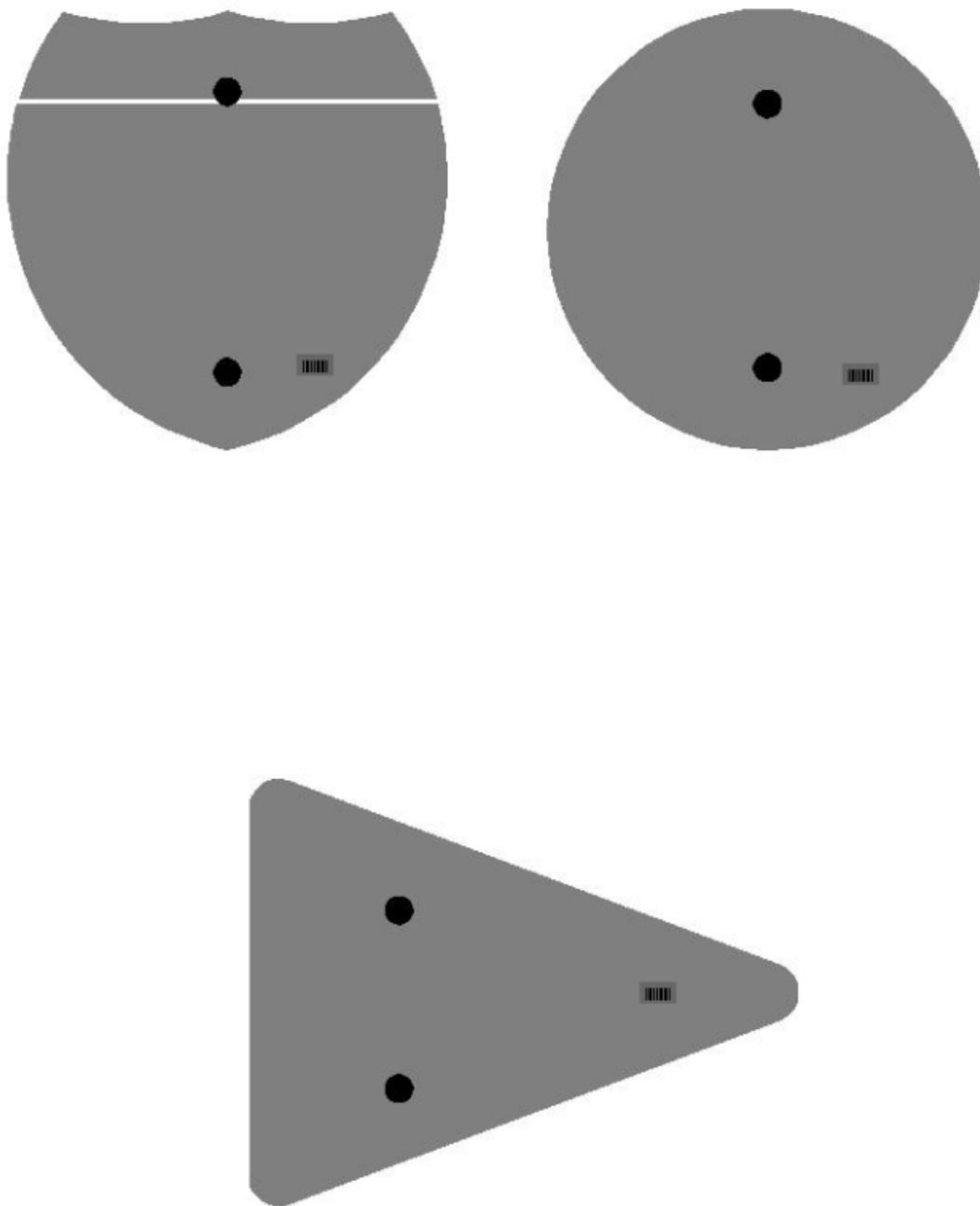




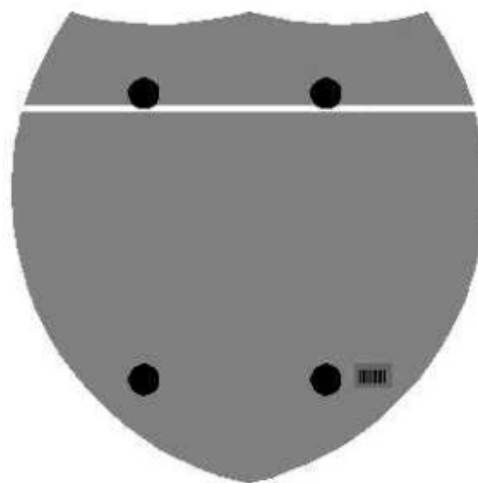
### One Sign Post



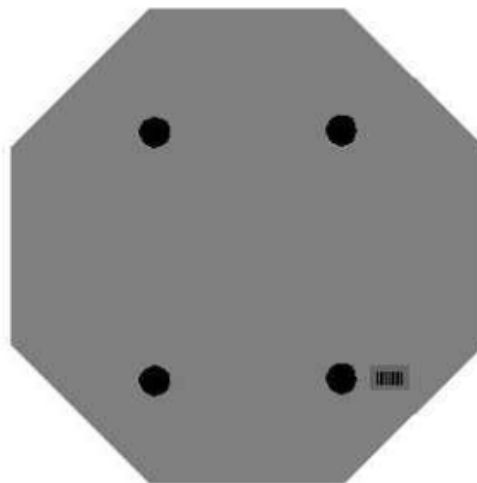
### One Sign Post



## Double Sign Post

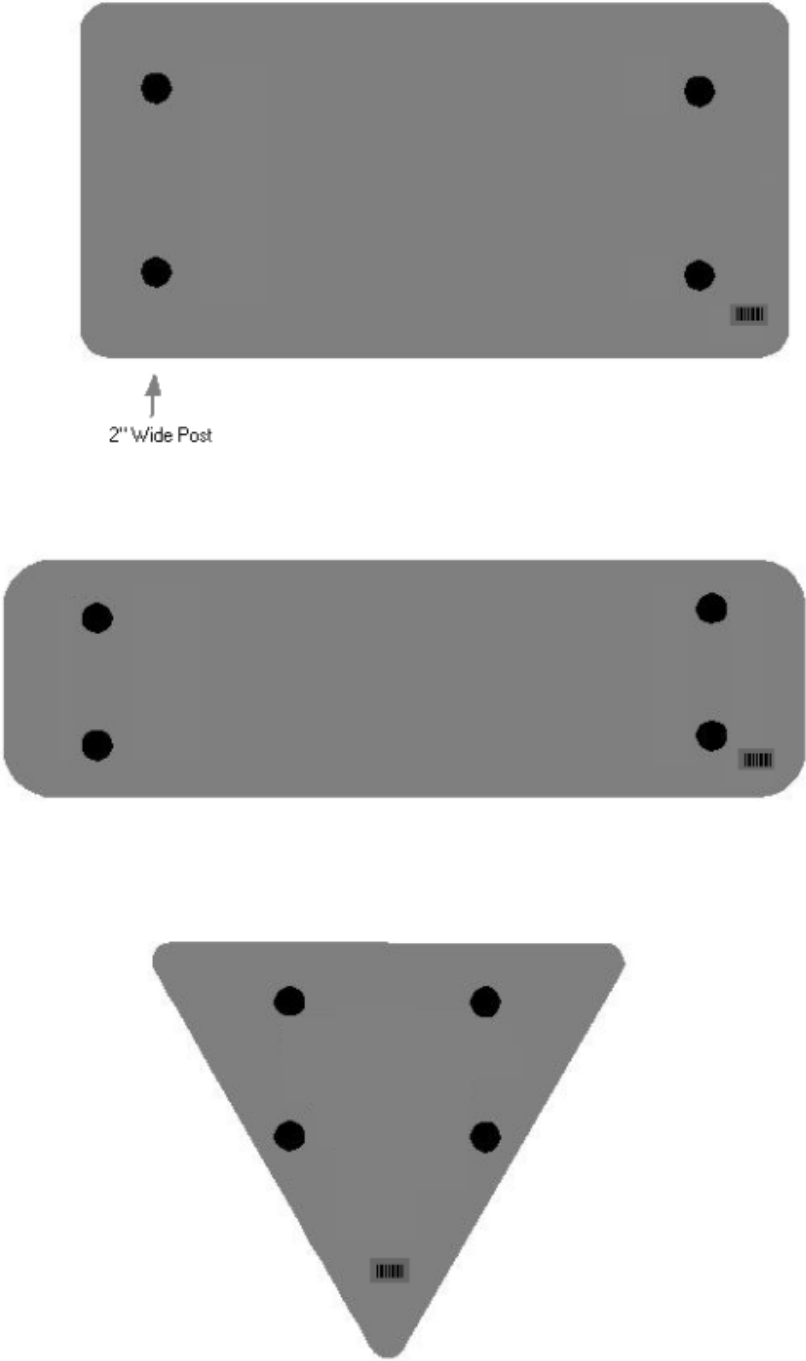


Interstate  
Shield



48" Stop

2 Post Signs

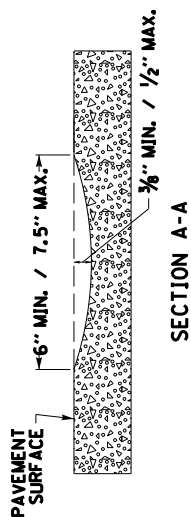
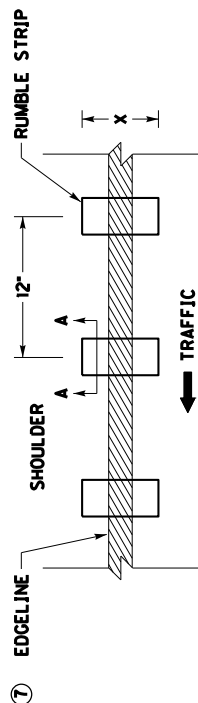


2016 STANDARD DRAWINGS THAT APPLY

<b>ROADWAY</b>	
~ <b><i>DRAINAGE</i></b> ~	
<u>PAVED DITCHES, FLUME INLETS AND CHANNEL LININGS</u>	
CHANNEL LINING CLASS II AND III .....	RDD-040-05
<u>PIPE AND BOX CULVERT HEADWALLS</u>	
CONCRETE HEADWALLS FOR 12” - 27” CIRCULAR PIPE CULVERTS .....	RDH-005-02
18” – 24” DOUBLE AND TRIPLE PIPE CULVERT HEADWALLS AT 0° SKEW .....	RDH-500-03
<u>TYPICAL DRAINAGE INSTALLATIONS</u>	
CULVERT, ENTRANCE & STORM SEWER PIPE TYPES & COVER HEIGHTS (12” – 24” PIPE) .....	RDI-001-10
PIPE BEDDING FOR CULVERTS, ENTRANCE, AND STORM SEWER PIPE .....	RDI-020-09
PIPE BEDDING FOR CULVERTS, ENTRANCE, AND STORM SEWER, REINFORCED CONC. PIPE .....	RDI-021-01
PIPE BEDDING, TRENCH CONDITION .....	RDI-025-05
PIPE BEDDING, TRENCH CONDITION, REINFORCED CONC. PIPE .....	RDI-026-01
EROSION CONTROL BLANKET SLOPE INSTALLATION .....	RDI-040-01
EROSION CONTROL BLANKET CHANNEL INSTALLATION .....	RDI-041-01
<u>MISCELLANEOUS DRAINAGE</u>	
TEMPORARY SILT FENCE .....	RDX-210-03
TEMPORARY SILT FENCE WITH WOVEN WIRE FENCE FABRIC .....	RDX-215-01
SILT TRAP - TYPE B .....	RDX-225-01
SILT TRAP - TYPE C .....	RDX-230-01
~ <b><i>GENERAL</i></b> ~	
<u>CURVE WIDENING AND SUPERELEVATION</u>	
CURVE WIDENING AND SUPERELEVATION TRANSITIONS .....	RGS-001-07
<u>MISCELLANEOUS STANDARDS</u>	
MISCELLANEOUS STANDARDS PART 1 .....	RGX-001-06
RIGHT OF WAY MONUMENTS .....	RGX-005-06
~ <b><i>PAVEMENT</i></b> ~	
<u>MEDIANS, CURBS, APPROACHES, ENTRANCES, ETC.</u>	
APPROACHES, ENTRANCES, AND MAIL BOX TURNOUT .....	RPM-110-07
<b>TRAFFIC</b>	
~ <b><i>TEMPORARY</i></b> ~	
<u>TRAFFIC CONTROL</u>	
LANE CLOSURE TWO-LANE HIGHWAY .....	TTC-100-04
SHOULDER CLOSURE .....	TTC-135-02
<u>DEVICES</u>	
PAVEMENT CONDITION WARNING SIGNS .....	TTD-125-02
<u>STRIPING OPERATIONS</u>	
MOBILE OPERATION FOR PAINT STRIPING CASE II .....	TTS-105-02

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# PAVEMENT CROSS-SECTION



PAVEMENT WIDTH (W) ②	RUMBLE LENGTH (X) ⑤	ELRS ONLY		CLRS & ELRS	
		LANE WIDTH (Y) ③	SHOULDER WIDTH (Z) ④	LANE WIDTH (Y) ③	SHOULDER WIDTH (Z) ④
20'	8"	9'	1'	N/A	N/A
21'	8"	9.5'	1'	N/A	N/A
22'	8"	10'	1'	N/A	N/A
23'	8"	10'	1.5'	N/A	N/A
24'	8"	10.5'	1.5'	N/A	N/A
25'	8"	N/A	N/A	11'	1.5'
26'	8"	N/A	N/A	11'	2'
27'	8"	N/A	N/A	11.5'	2'
28'	8"	N/A	N/A	12'	2'
29'	8"	N/A	N/A	12'	2.5'
30'	8"	N/A	N/A	12'	3'
31'	8"	N/A	N/A	12'	3.5'
32'	8"	N/A	N/A	12'	4'
33'	8"	N/A	N/A	12'	4.5'

## NOTES

1. EDGELINE RUMBLE STRIPS SHOULD BE INSTALLED ACCORDING TO THE DIMENSIONS PROPOSED ABOVE. UNLESS THERE IS AN ENGINEERING BASIS THAT SUPPORTS A CHANGE IN DIMENSION, FOR EXAMPLE, IF THE EXISTING LANE WIDTH IS NARROWER THAN THE LANE WIDTH PROPOSED IN THIS DRAWING AND THE EXISTING SHOULDER PAVEMENT DEPTH IS NOT SUITABLE TO BE CONVERTED INTO A PORTION OF THE PROPOSED LANE WIDTH, THEN THE EXISTING LANE WIDTH SHOULD BE USED INSTEAD OF THE WIDTH PROPOSED IN THIS DRAWING.
2. PAVEMENT WIDTH (W) IS THE TOTAL WIDTH OF TRAVERSABLE PAVEMENT, DO NOT INCLUDE THE WIDTH OF ANY NON-TRAVERSABLE PAVEMENT, SUCH AS PAVEMENT WEDGES, WHEN MEASURING THE PAVEMENT WIDTH (W).
3. LANE WIDTH (Y) TO BE MEASURED FROM CENTER OF ROAD TO LANE SIDE EDGE OF RUMBLE STRIP.
4. PAVED SHOULDER WIDTH (Z) TO BE MEASURED FROM LANE SIDE EDGE OF RUMBLE STRIP TO OUTSIDE EDGE OF TRAVERSABLE PAVEMENT.
5. DISTANCES SHOWN ARE APPROXIMATE. MAINTAIN RUMBLE STRIP DIMENSIONS AND SPACING AS MUCH AS POSSIBLE. IF THE TYPICAL SECTION SHOWS A LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) THAT DIFFERS FROM THE WIDTHS LISTED IN THIS DRAWING, THE ENGINEER SHALL DETERMINE THE LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) AT THE TIME OF CONSTRUCTION.  
NOTE: CENTERLINE RUMBLE STRIPS SHOULD BE OMITTED WHEN THE LANE WIDTH (Y) IS LESS THAN 11 FT.
6. RUMBLE LENGTH (X) MAY BE MODIFIED AS THE ENGINEER DIRECTS, IF THE SHOULDER WIDTH (Z) IS EQUAL TO OR LESS THAN THE PROPOSED RUMBLE LENGTH (X).
7. PLACE THE EDGELINE MARKING IN THE CENTER OF THE RUMBLE STRIP.
8. EDGELINE RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

**BID ITEM AND UNIT TO BID  
EDGELINE RUMBLE STRIPS**

37

USE WITH SEPIA 005

KENTUCKY  
DEPARTMENT OF HIGHWAYS

## EDGE LINE RUMBLE STRIP DETAILS

SUBMITTED R. Jeffrey Wolfe 11-23-16  
DATE

900

## **PART III**

### **EMPLOYMENT, WAGE AND RECORD REQUIREMENTS**



FHWA-1273 -- Revised May 1, 2012

## **REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

### **ATTACHMENTS**

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

### **I. GENERAL**

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

### **II. NONDISCRIMINATION**

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

**1. Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

- a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.
- b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

**2. EEO Officer:** The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

**3. Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

- a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.
- b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.
- c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.
- d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.
- e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

**4. Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

- a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.
- b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.
- c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

**5. Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

- a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.
- b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.
- c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.
- d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

**6. Training and Promotion:**

- a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

**7. Unions:** If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

**8. Reasonable Accommodation for Applicants / Employees with Disabilities:** The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

**9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:** The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

**10. Assurance Required by 49 CFR 26.13(b):**

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

**11. Records and Reports:** The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

### III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

### IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

#### 1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions

of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

## 2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

## 3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b. (1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

#### **4. Apprentices and trainees**

##### **a. Apprentices (programs of the USDOL).**

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

##### **b. Trainees (programs of the USDOL).**

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

**5. Compliance with Copeland Act requirements.** The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

**6. Subcontracts.** The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

**7. Contract termination: debarment.** A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

**8. Compliance with Davis-Bacon and Related Act requirements.** All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

**9. Disputes concerning labor standards.** Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

**10. Certification of eligibility.**

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

**V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT**

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

**1. Overtime requirements.** No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

**2. Violation; liability for unpaid wages; liquidated damages.** In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

**3. Withholding for unpaid wages and liquidated damages.** The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

**4. Subcontracts.** The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

**VI. SUBLETTING OR ASSIGNING THE CONTRACT**

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;
- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

**VII. SAFETY: ACCIDENT PREVENTION**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

**VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:



"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

**IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

- 1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.
- 2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

**X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION**

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

**1. Instructions for Certification – First Tier Participants:**

- a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.
- b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

\*\*\*\*\*

**2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:**

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
  - (2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and
  - (4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**2. Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

\* \* \* \* \*

**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

\* \* \* \* \*

**XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS  
PREFERENCE FOR APPALACHIAN DEVELOPMENT  
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS  
ROAD CONTRACTS**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

**KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS**

**EMPLOYMENT REQUIREMENTS  
RELATING TO  
NONDISCRIMINATION OF EMPLOYEES  
(APPLICABLE TO FEDERAL-AID SYSTEM CONTRACTS)**

**AN ACT OF THE KENTUCKY GENERAL ASSEMBLY  
TO PREVENT DISCRIMINATION IN EMPLOYMENT**

**KRS CHAPTER 344  
EFFECTIVE JUNE 16, 1972**

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

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (forty and above); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age forty (40) and over. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

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

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

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

Revised: January 25, 2017

### Standard Title VI/Non-Discrimination Assurances

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, **Federal Highway Administration**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **Federal Highway Administration** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **Federal Highway Administration**, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **Federal Highway Administration** may determine to be appropriate, including, but not limited to:
  - a. withholding payments to the contractor under the contract until the contractor complies; and/or
  - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **Federal Highway Administration** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.



### **Standard Title VI/Non-Discrimination Statutes and Authorities**

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

## 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



General Decision Number: KY190107 01/04/2019 KY107

Superseded General Decision Number: KY20180187

State: Kentucky

Construction Type: Highway

Counties: Adair, Barren, Bell, Breathitt, Casey, Clay, Clinton, Cumberland, Estill, Floyd, Garrard, Green, Harlan, Hart, Jackson, Johnson, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lincoln, Magoffin, Martin, McCreary, Menifee, Metcalfe, Monroe, Morgan, Owsley, Perry, Pike, Powell, Pulaski, Rockcastle, Russell, Taylor, Wayne, Whitley and Wolfe Counties in Kentucky.

HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.60 for calendar year 2019 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.60 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2019. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth in 29 CFR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

Modification Number	Publication Date
0	01/04/2019

SUKY2015-047 10/20/2015

	Rates	Fringes
BOILERMAKER.....	\$ 24.65	12.94
BRICKLAYER		
Bricklayer.....	\$ 22.90	8.50

Stone Mason.....\$ 21.50 8.50

CARPENTER

Carpenter.....\$ 24.90 14.50  
Piledriver.....\$ 24.55 14.50

CEMENT MASON.....\$ 21.25 8.50

ELECTRICIAN

Electrician.....\$ 29.36 10.55  
Equipment Operator.....\$ 26.90 10.31  
Groundsman.....\$ 17.79 8.51  
Lineman.....\$ 30.09 10.94

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

IRONWORKER.....\$ 27.56 20.57

LABORER

Group 1.....\$ 21.80 12.36  
Group 2.....\$ 22.05 12.36  
Group 3.....\$ 22.10 12.36  
Group 4.....\$ 22.70 12.36

GROUP 1: Aging and Curing of Concrete (Any Mode or Method), Asbestos Abatement Worker, Asphalt Plant Laborers, Asphalt Laborers, Batch Truck Dumpers, Carpenter Tenders, Cement Mason Tenders, Cleaning of Machines, Concrete Laborers, Demolition Laborers, Dredging Laborers, Drill Tender, Environmental Laborer - Nuclear, Radiation, Toxic and Hazardous Waste - Level D, Flagmen, Grade Checkers, All Hand Digging and Hand Back Filling, Highway Marker Placers, Landscaping Laborers, Mesh Handlers and Placers, Puddler, Railroad Laborers, Rip-rap and Grouters, Right of Way Laborers, Sign, Guard Rail and Fence Installers (All Types), Signalmen, Sound Barrier Installer, Storm and Sanitary Sewer Laborers, Swampers, Truck Spotters and Dumpers, Wrecking of Concrete Forms, General Cleanup

GROUP 2: Batter Board Men (Sanitary and Storm Sewer), Brickmason Tenders, Mortar Mixer Operator, Scaffold Builders, Burner and Welder, Bushammers, Chain Saw Operator, Concrete Saw Operators, Deckhand Scow Man, Dry Cement Handlers, Environmental Laborers - Nuclear, Radiation, Toxic and Hazardous Waste - Level C, Forklift Operators for Masonry, Form Setters, Green Concrete Cutting, Hand Operated Grouter and Grinder Machine Operator, Jack Hammers, Lead Paint Abatement, Pavement Breakers, Paving Joint Machine, Pipe Layers - Laser Operators (Non-metallic), Plastic Pipe Fusion, Power Driven Georgia Buggy and Wheel Barrow, Power Post Hole Diggers, Precast Manhole Setters, Walk-behind Tampers, Walk-behind Trenchers, Sand Blasters, Concrete Chippers, Surface Grinders, Vibrator Operators, Wagon Drillers

GROUP 3: Air Track Driller (All Types), Asphalt Luteman and Rakers, Gunnite Nozzleman, Gunnite Operators and Mixers, Grout

Pump Operator, Powderman and Blaster, Side Rail Setters, Rail  
Paved Ditches, Screw Operators, Tunnel Laborers (Free Air),  
Water Blasters

GROUP 4: Caisson Workers (Free Air), Cement Finishers,  
Environmental Laborer - Nuclear, Radiation, Toxic and  
Hazardous Waste - Level A and B, miners and Drillers (Free  
Air), Tunnel Blasters, and Tunnel Mockers (Free Air),  
Directional and Horizontal Boring, Air Track Drillers (All  
Types), Powder Man and Blasters, Troxler and Concrete Tester  
if Laborer is Utilized

PAINTER

All Excluding Bridges.....	\$ 19.92	9.57
Bridges.....	\$ 23.92	10.07

PLUMBER.....	\$ 22.52	7.80
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POWER EQUIPMENT OPERATOR:

Group 1.....	\$ 29.95	14.40
Group 2.....	\$ 29.95	14.40
Group 3.....	\$ 27.26	14.40
Group 4.....	\$ 26.96	14.40

GROUP 1: Auto Patrol, Batcher Plant, Bituminous Paver, Cable-  
Way, Clamshell, Concrete Mixer (21 cu ft or over), Concrete  
Pump, Crane, Crusher Plant, Derrick, Derrick Boat, Ditching  
and Trenching Machine, Dragline, Dredge Engineer, Elevator  
(regardless of ownership when used for hoisting any building  
material), Elevating Grader and all types of Loaders, Hoe-type  
Machine, Hoisting Engine, Locomotive, LeTourneau or Carry-all  
Scoop, Bulldozer, Mechanic, Orangepeel Bucket, Piledriver,  
Power Blade, Roller (Bituminous), Roller (Earth), Roller  
(Rock), Scarifier, Shovel, Tractor Shovel, Truck Crane, Well  
Point, Winch Truck, Push Dozer, Grout Pump, High Lift, Fork  
Lift (regardless of lift height), all types of Boom Cats,  
Multiple Operator, Core Drill, Tow or Push Boat, A-Frame Winch  
Truck, Concrete Paver, Grade-All, Hoist, Hyster, Material  
Pump, Pumpcrete, Ross Carrier, Sheepfoot, Sideboom, Throttle-  
Valve Man, Rotary Drill, Power Generator, Mucking Machine,  
Rock Spreader attached to Equipment, Scoopmobile, KeCal  
Loader, Tower Cranes, (French, German and other types),  
Hydrocrane, Tugger, Backfiller Gurries, Self-propelled  
Compactor, Self-Contained Hydraulic Percussion Drill

GROUP 2: All Air Compressors (200 cu ft/min or greater),  
Bituminous Mixer, Concrete Mixer (21 cu. ft. or over), Welding  
Machine, Form Grader, Tractor (50 hp and over), Bull Float,  
Finish Machine, Outboard Motor Boat, Brakeman, Mechanic  
Tender, Whirly Oiler, Tract-air, Road Widening Trencher,  
Articulating Trucks

GROUP 3: Greaser on Grease Facilities servicing Heavy  
Equipment

GROUP 4: Bituminous Distributor, Cement Gun, Conveyor, Mud  
Jack, Paving Joint Machine, Pump, Tamping Machine, Tractor  
(under 50 hp), Vibrator, Oiler, Air Compressor (under 200 cu  
ft per minute), Concrete Saw, Burlap and Curing Machine, Hydro  
Seeder, Power Form Handling Equipment, Deckhand Oiler,  
Hydraulic Post Driver

SHEET METAL WORKER.....	\$ 20.40	7.80
TRUCK DRIVER		
Driver (3 Tons and Over), Driver (Truck Mounted Rotary Drill).....	\$ 23.74	14.50
Driver (3 Tons and Under), Tire Changer and Truck Mechanic Tender.....	\$ 23.53	14.50
Driver (Semi-Trailer or Pole Trailer), Driver (Dump Truck, Tandem Axle), Driver of Distributor.....	\$ 23.40	14.50
Driver on Mixer Trucks (All Types).....	\$ 23.45	14.50
Driver on Pavement Breakers.	\$ 23.55	14.50
Driver, Euclid and Other Heavy Earth Moving Equipment and Low Boy.....	\$ 24.31	14.50
Driver, Winch Truck and A- Frame when used in Transporting Materials.....	\$ 23.30	14.50
Greaser on Greasing Facilities.....	\$ 24.40	14.50
Truck Mechanic.....	\$ 23.50	14.50
Truck Tender and Warehouseman.....	\$ 23.20	14.50

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

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The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

#### Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

#### Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

#### Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage

determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

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WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- \* an existing published wage determination
- \* a survey underlying a wage determination
- \* a Wage and Hour Division letter setting forth a position on a wage determination matter
- \* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations  
Wage and Hour Division  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

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

No laborer, workman or mechanic shall be paid at a rate less than that of a Journeyman except those classified as bona fide apprentices.

Apprentices or trainees shall be permitted to work as such subject to Administrative Regulations adopted by the Commissioner of Workplace Standards. Copies of these regulations will be furnished upon request from any interested person.

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

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

**TO: EMPLOYERS/EMPLOYEES**

**PREVAILING WAGE SCHEDULE:**

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

**OVERTIME:**

**Overtime is to be paid to an employee at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty (40) hours in such workweek. Wage violations or questions should be directed to the designated Engineer or the undersigned.**

Director  
Division of Construction Procurement  
Frankfort, Kentucky 40622  
502-564-3500



**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION  
TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY  
(Executive Order 11246)**

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Specifications" set forth herein.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate work force in each trade on all construction work in the covered area, are as follows:

<b>GOALS FOR MINORITY PARTICIPATION IN EACH TRADE</b>	<b>GOALS FOR FEMALE PARTICIPATION IN EACH TRADE</b>
7.0%	6.9%

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally-assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and non-federally involved construction.

The Contractor's compliance with the Executive Order and the regulations in CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4, 3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of \$10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed. The notification shall be mailed to:

**Evelyn Teague, Regional Director  
Office of Federal Contract Compliance Programs  
61 Forsyth Street, SW, Suite 7B75  
Atlanta, Georgia 30303-8609**

4. As used in this Notice, and in the contract resulting from this solicitation, the "**covered area**" is Pulaski County.

## **PART IV**

## **INSURANCE**

## INSURANCE

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

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

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

**PART V**

**BID ITEMS**

Report Date 5/30/19

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	3,725.00	TON		\$	
0020	00100		ASPHALT SEAL AGGREGATE	248.00	TON		\$	
0030	00103		ASPHALT SEAL COAT	30.00	TON		\$	
0040	00212		CL2 ASPH BASE 1.00D PG64-22	4,227.00	TON		\$	
0050	00301		CL2 ASPH SURF 0.38D PG64-22	1,054.00	TON		\$	
0060	00356		ASPHALT MATERIAL FOR TACK	11.00	TON		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0070	01310		REMOVE PIPE	497.00	LF		\$	
0080	02014		BARRICADE-TYPE III	4.00	EACH		\$	
0090	02101		CEM CONC ENT PAVEMENT-8 IN	43.00	SQYD		\$	
0100	02230		EMBANKMENT IN PLACE	1,936.00	CUYD		\$	
0110	02429		RIGHT-OF-WAY MONUMENT TYPE 1	17.00	EACH		\$	
0120	02483		CHANNEL LINING CLASS II	114.00	TON		\$	
0130	02545		CLEARING AND GRUBBING (APPROX 2.22 ACRES)	1.00	LS		\$	
0140	02562		TEMPORARY SIGNS	150.00	SQFT		\$	
0150	02575		DITCHING AND SHOULDERING	16,410.00	LF		\$	
0160	02650		MAINTAIN & CONTROL TRAFFIC (PULASKI KY 790)	1.00	LS		\$	
0170	02676		MOBILIZATION FOR MILL & TEXT (PULASKI KY 790)	1.00	LS		\$	
0180	02677		ASPHALT PAVE MILLING & TEXTURING	954.00	TON		\$	
0190	02697		EDGE LINE RUMBLE STRIPS	12,092.00	LF		\$	
0200	02701		TEMP SILT FENCE	3,000.00	LF		\$	
0210	02704		SILT TRAP TYPE B	20.00	EACH		\$	
0220	02705		SILT TRAP TYPE C	20.00	EACH		\$	
0230	02707		CLEAN SILT TRAP TYPE B	20.00	EACH		\$	
0240	02708		CLEAN SILT TRAP TYPE C	20.00	EACH		\$	
0250	02726		STAKING (PULASKI KY 790)	1.00	LS		\$	
0260	03269		TRIM & REMOVE TREES & BRUSH	2,870.00	LF		\$	
0270	05950		EROSION CONTROL BLANKET	4,164.00	SQYD		\$	
0280	05963		INITIAL FERTILIZER	.80	TON		\$	
0290	05964		MAINTENANCE FERTILIZER	1.40	TON		\$	
0300	05985		SEEDING AND PROTECTION	22,000.00	SQYD		\$	
0310	05992		AGRICULTURAL LIMESTONE	14.00	TON		\$	
0320	06406		SBM ALUM SHEET SIGNS .080 IN	99.00	SQFT		\$	
0330	06410		STEEL POST TYPE 1	200.00	LF		\$	
0340	06510		PAVE STRIPING-TEMP PAINT-4 IN	24,184.00	LF		\$	
0350	06514		PAVE STRIPING-PERM PAINT-4 IN	114,894.00	LF		\$	
0360	06568		PAVE MARKING-THERMO STOP BAR-24IN	36.00	LF		\$	
0370	10020NS		FUEL ADJUSTMENT	8,530.00	DOLL	\$1.00	\$	\$8,530.00
0380	10030NS		ASPHALT ADJUSTMENT	20,584.00	DOLL	\$1.00	\$	\$20,584.00
0390	21373ND		REMOVE SIGN	9.00	EACH		\$	

Report Date 5/30/19

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0400	22400NN		REMOVE AND RELOCATE SIGN ASSEMBLY	40.00	EACH		\$	
0410	23326EC		EXCAVATION-UNCLASSIFIED	5,931.00	CUYD		\$	
0420	24631EC		BARCODE SIGN INVENTORY	34.00	EACH		\$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0430	00440		ENTRANCE PIPE-15 IN	170.00	LF		\$	
0440	00462		CULVERT PIPE-18 IN	332.00	LF		\$	
0450	00464		CULVERT PIPE-24 IN	241.00	LF		\$	
0460	01204		PIPE CULVERT HEADWALL-18 IN (STANDARD)	4.00	EACH		\$	
0470	01208		PIPE CULVERT HEADWALL-24 IN (STANDARD DOUBLE BARREL)	1.00	EACH		\$	
0480	01208		PIPE CULVERT HEADWALL-24 IN (STANDARD)	8.00	EACH		\$	
0490	01728		SAFETY BOX INLET-18 IN DBL SDB-5	5.00	EACH		\$	
0500	24575ES610		HEADWALL (SLOPED & MITERED FOR 18 INCH PIPE)	7.00	EACH		\$	
0510	24575ES610		HEADWALL (SLOPED & MITERED FOR 24 INCH DBL BARREL PIPE)	1.00	EACH		\$	
0520	24575ES610		HEADWALL (SLOPED & MITERED FOR 24 INCH PIPE)	3.00	EACH		\$	

Section: 0004 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0530	02569		DEMOBILIZATION	1.00	LS		\$	