

with loose earth and earth heaped above the top of the ground over the trench and allowed to settle until towards completion of the project, after which excess earth shall be removed from the top of the trench to the level of the ground and disposed of by the contractor.

- (6) Excavation and replacement of damaged pavement. Upon excavation of asphalt roadways for utility work, the existing sub-grade and sub-base is to be thoroughly compacted by use of a mechanical tamp and/or vibratory roller. When compaction is complete, repave the areas using the Kentucky Department of Highways Specification Material; asphaltic concrete base. After tack coat has been installed and allowed to reach the tacky stage as provided above, a course or courses of the total thickness to match the existing pavement section of Class I Type "A" Bituminous Concrete or equivalent shall be constructed in accordance with all provisions of the Kentucky Department of Transportation Specifications 402. This base material shall be placed and thoroughly compacted in not more than four (4") inch thick layers, to match the existing pavement section excavated and matching the elevation of the existing pavement surface course. The finished project shall be a neat and smooth riding surface.
 - (a) SS-1h tack coat shall be applied to asphalt binder at a rate of 0.10 gallons per square yard. Tack coat shall in all respects meet the Kentucky Department of Transportation, Specifications 407.
 - (b) All joints shall be sealed with Crack Master Supreme #M105OL. No drainage pockets or ruts will be permitted.
 - (c) When patching a specific pavement area (instead of providing a full asphalt overlay), joints for the base asphalt, as well as the surface course asphalt shall be sealed, with no pockets or ruts permitted as noted above.
 - (d) Alternatively, for utility repairs, restoration can be performed by installation of 6" to 8" Class "A" concrete cap over the utility trench in place of the existing base material. The concrete cap shall be installed a minimum of 12" beyond either side of the utility trench. The asphalt pavement saw cut shall be a minimum of 24" either side of this concrete cap and shall be installed with standard edge key.

SECTION THREE: VARIANCE

It shall be unlawful to vary materially from the submitted plans and specifications unless such variances are submitted in an amended plan to the City Council and approved by it.

SECTION FOUR: INSPECTIONS

The City Council shall cause to be made such inspections as are necessary to see to the enforcement of the provisions of this Ordinance and to make any test or examinations of materials or methods used for the purpose of seeing that they comply with the provisions of this Ordinance or any other Ordinance.

SECTION FIVE: EFFECTIVE DATE

This Ordinance shall take effect upon publication.

SECTION SIX: PUBLICATION

This Ordinance shall be published according to law.

SECTION SEVEN: REPEAL PROVISION

All ordinances or parts of ordinances in conflict with this Ordinance or any part of this Ordinance are repealed.

SECTION EIGHT: INVALIDITY

Should any section, clause, line, paragraph, or part of this Ordinance be held unconstitutional or invalid for any reason, the same shall not affect the remainder of this Ordinance.

Given first reading at a regular meeting of the City Council of the City of Pioneer Village, Bullitt County, Kentucky, on the 24th day of November, 2020. Given second reading, voted upon and passed at a regular meeting of the City Council of the City of Pioneer Village, Bullitt County, Kentucky, on the 26th day of January, 2021.

Votes For 5; Votes Against 0; Not Voting 1.



GARY HATCHER, MAYOR

ATTESTED BY:



MICHEALE MCCAULEY, CITY CLERK

CITY OF PIONEER VILLAGE
EXCAVATION AND CONSTRUCTION PERMIT
GENERAL NOTES & SPECIFICATIONS

_____, 2020

I. SAFETY

A. General Requirements

- All signs and control of traffic shall be in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways, latest edition, Part VI.
- All work necessary in shoulder or ditch line area is to be scheduled to be promptly completed so that hazards adjacent to the traveled-way are kept to an absolute minimum.
- No more than one (1) traveled-lane is to be blocked or obstructed during normal working hours. All signs and flagmen during lane closure shall conform to the Manual on Uniform Traffic Control Devices.
- When it is necessary to block one (1) traveled-lane, the normal working hours shall be 8:00 a.m. and 3:30 p.m. No lanes are to be blocked or obstructed during adverse weather conditions (i.e., rain, snow, fog, etc.) between 8:00 a.m. and 3:30 p.m.
- The traveled-way and shoulders shall be kept clear of mud and other construction debris at all times during construction of the permitted facility.
- No nonconstruction equipment or vehicles will be allowed on the right-of-way during working hours.
- The right-of-way shall be left free and clear of equipment, material, and vehicles during non-working hours.

II. PAVING

- No bituminous pavement is to be installed within the right-of-way between November 15 and April 1, nor when the temperature is below 40°F, without the express consent of the City of Pioneer Village. No bituminous pavement is to be installed when the underlying course is wet.
- Paving within the right-of-way shall be as follows:
 - Base (Type) No. 57 Stone _____ (Thickness) _____
 - Concrete Cap
 - Finished Surface (Type) PG-76-22 Class 3 Asphalt Surface (Thickness) _____
 - Existing pavement and shoulder material shall be removed to accommodate the above paving specifications.

- The finished surface of all new pavement within the right-of-way shall be true to the required slope and grade, uniform in density and texture, free of irregularities, and equivalent in riding qualities to the adjacent highway pavement.
- All materials and methods of construction, including base and subgrade preparation, shall be in accordance with Kentucky Department of Highways Specifications for Road and Bridge Construction, latest edition.
- To insure proper surface drainage, the new pavement is to be flush with the edge of existing highway pavement and is to slope away from the existing edge of the pavement as specified on drawings.
- Existing edge of pavement shall be saw cut to provide a straight and uniform joint for new pavement. An approved joint sealer in accordance with Kentucky Department of Highways Standard Specifications (latest edition) shall be applied between new and existing pavement.