

KYTC Newsletter

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Volume 62



SUPPORTIVE SERVICES

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Gov. Beshear Announces \$11.8 Million in Transportation Funding to Local Governments for Street and Road Improvements

Today, Gov. Andy Beshear announced more than \$11.8 million in discretionary transportation funding to help dozens of local governments make street and road repairs and improvements for the betterment of their communities.

The funding from the Kentucky Transportation Cabinet (KYTC) will support 177 projects that include resurfacing, patching and sealing, storm drain work, slip repair and in one case, a connector road for economic development.

“One way we build a better Kentucky is by making our streets and roads better,” said Gov. Beshear. “This funding enables 46 cities and counties to upgrade pavements and improve local transportation infrastructure, which will directly benefit Kentuckians in these communities.”

With this latest round of discretionary transportation funding, Gov. Beshear’s administration has invested \$17.3 million in local infrastructure in 2021 and \$33.2 million since January 2020.

Most of the approved projects are for resurfacing deteriorating roads. Exceptions include \$575,000 approved for Bourbon County to construct a much-needed second access road to and from the rapidly growing Paris-Bourbon County Industrial Park. The project involves a half-mile extension of an existing industrial park road to connect it with U.S. Route 68 (Paris Bypass). It’s needed to handle increased freight traffic and for industrial park employees.

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Document Everything

Every construction project combines a vast array of symbiotic disciplines. When synchronized brilliantly, the artistic blend of architectural design, engineering and oversight can achieve spectacular results.

But unlike a movie, sculpture or painting, everything must work precisely, efficiently and in unison to perform up to spec in the real world. The Millennium Falcon in Star Wars may look good, but then again it wasn't actually designed to fly in space. This is unlike the myriad of roads or bridges that must withstand the daily rigors of hundreds of thousands of vehicles or the structures, buildings and dwellings that must also comfortably accommodate the ongoing needs of everyone their built to serve.

As a result, much can go wrong once the planning ends and the general contractor, construction manager at-risk or trade contractor sets out to turn even modest designs into reality. The inability to properly identify potential field or jobsite problems is just one of example of the many challenges that can delay or doom projects anywhere during their lifecycles. Even a preliminary geotechnical investigation that fails to reveal a seam in the bedrock can result in the building's piles being driven to what can seem like the other side of the earth.

Once the work begins, how important is it to quickly, flexibly and adeptly adapt to changes in the field? What are the appropriate steps for ensuring the efficacy of these changes? How should they be reviewed and approved? What is the possible exposure to liability if things don't work as planned?

First, shop drawings are commonly used as design notes that detail the field changes to approved plans and specifications. Typically made to save time, cost or deal with an unexpected field condition, most of these changes cannot be implemented until they're approved by an engineer or engineering team.

Here's how the process for submitting, reviewing and approving shop drawings normally works. Some general contractors use construction management or project management software.

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About The KYTC

The goal of the DBE Supportive Services Program is to increase the number of DBEs participating on KYTC contracts and facilitate the opportunity for DBEs to obtain contracts. The services are designed to:

- Assist established construction firms to move them from bidding as a subcontractor to bidding as a Prime Contractor to produce sound bids.
- Provide access to training increases DBE expertise in handling of daily business operations.



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