



Gov. Bevin visits Barbourville to announce almost \$823,000 in transportation funding

BARBOURVILLE - Gov. Matt Bevin made a visit to Barbourville and the Knox County Fiscal Court on Wednesday.

Governor Bevin announced \$62,000 for the city of Barbourville for drainage replacement on Johnson Lane. Bevin also announced \$760,964 for Knox County in discretionary funding for area pavement improvements.

According to a press release from the Kentucky Transportation Cabinet that money will be used to resurface the following roads:

- East Barbourville Street (County Road 1351H)
- Callebs Creek Road (County Road 1068) — a distance of 1.2 miles
- Spruce Pine Road (County Road 1066) — a distance of 1.215 miles
- Little Bull Creek Road (County Road 1060) — a distance of 1.551 miles
- Arapaho Trail (County Road 1327) — a distance of 0.254 miles
- Jeffs Creek (County Road 1040) — a distance of 1.00 miles
- Moores Creek Road (County Road 1126) — a distance of 2.00 miles
- Callebs Creek Road (County Road 1068) — a distance of 0.630 miles
- Noahville Lane (County Road 1612) — a

distance of 0.245 miles

- Noahville Lane Y (County Road 1612) — a distance of 0.021 miles
- Elliott Branch Road (County Road 1270) — a distance of 0.731 miles
- West Wentworth Avenue (County Road 1418N) — a distance of 0.089 miles
- East Caldwell Street (County Road 1418M) — a distance of 0.171 miles
- Boone Way Street (County Road 1349F) — a distance of 0.100 miles
- Norvell Road (County Road 1421) — a distance of 0.687 miles
- Watch Road (County Road 1341) — a distance of 1.449 miles
- Higgins Road (CR 1323) — a distance of 0.924 miles

Knox County is very appreciative of Governor Bevin and his willingness to promote and enhance safe travel by funding our local roads and infrastructure,” said Judge-Executive Mitchell. “This funding enables us to maintain our local roads creating safer traveling for school buses and day-to-day travels back and forth to work.”

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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.



About The Program

The Construction Estimating Institute (CEI) works with KYTC as the statewide provider of the federally funded Disadvantaged Business Enterprises (DBE) Supportive Services Program. We want to increase the number of certified DBEs participating in highway and bridge construction, as well as assist DBEs in growing and eventually becoming self-sufficient. Additionally, CEI provides supportive services by assisting prime contractors and consultants with identifying DBEs for subcontracting opportunities on priority projects.

Safety and Health on Bridge Repair, Renovation and Demolition Projects

Construction work is often hazardous. In addition to the lead hazards on bridge renovation and demolition sites, there are many other safety and health concerns. The following sections point out safety hazards that are often present during bridge RR&D work. Preventing injuries requires the establishment of safety programs, practices, and procedures for identified hazards. These programs, practices, and procedures must also be communicated, implemented, and enforced on all company project's to protect the safety and health of workers.

The following sections summarize the general requirements of applicable OSHA regulations for various hazards; however, the standards themselves should be referenced for more details. In addition to OSHA regulations, publications by other authorities, such as State and local governments, the American National Standards Institute (ANSI), the National Fire Protection Association (NFPA), and trade associations, should be consulted to provide more comprehensive and current information regarding safe work practices for specific hazards, since many of the OSHA regulations are outdated.

Prior to the beginning of each job where unfamiliar processes, hazards, or situations are present, and

periodically thereafter, a hazard analysis should be conducted by a competent person (or team thereof) to characterize the nature of the hazards likely to be encountered on the jobsite. Project safety meetings are well-suited for the purpose of discussing likely hazards on the job.

A competent person as defined by OSHA regulation 1926.32 is "one who is capable of identifying existing and predictable hazards in the surroundings or working conditions which are unsanitary, hazardous or dangerous to employees." This person also has "authorization to take prompt corrective measures to eliminate" all identified hazards. The results of the hazard analysis should be summarized in a written site-specific safety plan as discussed in chapter 2 and appendix M.

This chapter contains information regarding many of the most common safety hazards found on bridge renovation and demolition sites. However, if activities such as blasting with explosives, asbestos abatement, tunneling, or confined space high hazard entries are performed, additional information and standards should be consulted.

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Supportive Services Offered:

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- Building Capacity
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- Marketing Plan Development
- Creating a Business Plan
- Building a Website
- Plan Reading



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CEI is an educational organization providing the highest quality construction training in the industry. Over 100,000 owners, estimators, project managers, field supervisors, office support staff, foremen, laborers, and key management personnel have attended courses that are offered nationwide. The courses provide students with construction skills training and the critical information needed to be effective within their companies and organizations.