

TRANSPORTATION CABINET Frankfort, Kentucky 40622 www.transportation.ky.gov/

Michael W. Hancock, P.E. Secretary

Steven L. Beshear Governor

November 18, 2015

CALL NO. 101 CONTRACT ID NO. 151079 ADDENDUM # 2

Subject: Marshall County, NHPP IM 0241 (090) Letting November 20, 2015

(1)Revised - Plan Sheets
(2)Added - Note - Page 1 of 1
(3)Revised - Bid Items - Pages 173-180 of 180

Proposal revisions are available at <a href="http://transportation.ky.gov/Construction-Procurement/">http://transportation.ky.gov/Construction-Procurement/</a>.

Plan revisions are available at http://www.lynnimaging.com/kytransportation/.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

Rachel Mille

Rachel Mills, P.E. Director Division of Construction Procurement

RM:ks Enclosures



An Equal Opportunity Employer M/F/D

# **SPECIAL NOTES**

. Construction On or Adjacent to Mainline

A minimum of two 11-foot traffic lanes in each direction and a minimum paved shoulder width of 4 feet shall be maintained at all times except as detailed in the plans. If the Contractor desires to deviate from the traffic control scheme and construction schedule outlined in these plans or in the proposal, an alternate plan shall be presented in writing to the Engineer. This alternate plan can only be used after review and approval of the Divisions of Traffic, Design, and Construction and the FHWA.

Prior to the Contractor performing any construction sequence, he must apply in writing to the Engineer for approval of the period of time selected. The Engineer may, at his discretion, cancel or shorten any period of time before and during a construction sequence. If the Engineer shortens a period of time during a contruction sequence, the Contractor must remove all equipment and install all necessary traffic control devices. The Contractor shall be charged disincentives for failing to re-open traffic to two lanes of travel in each direction by the specified time. The following disincentives will apply:

a) Road Closures on Mainline in either direction for Setting Bridge Beams and other Miscellaneous Items

When blasting, setting beams, removing and setting overhead sign supports and changing from one traffic pattern to another and other activities approved by the Engineer, traffic may be halted. Prior approval by the Engineer will be required for all road closures. It is the intent that all road closures be kept to a minimum time. The Contractor is to schedule operations involving road closures so that all work proceeds in an expeditious manner. It is the intent that road closures be held to a maximum of 15 minutes. The following disincentives will be assessed if road closures are kept for longer than 15 minutes:

15 minutes to 30 minutes: \$1000.00 30 minutes to 45 minutes: \$2000.00 45 minutes to 60 minutes: \$20,000.00 (Twenty Thousand Dollars)

All road closures longer than 60 minutes will be assessed disincentives of \$20,000.00 per hour or fraction thereof. Road closures shall be allowed only during "hours of road closure operations" as described below. Interruptions to traffic shall not occur more than once in a period of permitted road closures unless normal traffic flow has been restored and the Engineer approves another road closure. If road closure occurs in both directions, the disincentive above will be doubled.

The Contractor shall submit in writing plans for stopping traffic which will be reviewed for approval by the Department of Highways.

Hours of Road Closure Operations

I-24 Westbound	/ I-69 Southbound	I-24 Eastbound /	I-69 Northbound
Mon 9:00 P.M.	-Tue 6:00 A.M.	Mon 9:00 P.M	-Tue 6:00 A.M.
Tue 9:00 P.M.	-Wed 6:00 A.M.	Tue 9:00 P.M	-Wed 6:00 A.M.
Wed 9:00 P.M.	-Thur6:00 A.M.	Wed 9:00 P.M	-Thur6:00 A.M.
Thur 9:00 P.M.	-Fri 6:00 A.M.	Thur 9:00 P.M. ·	-Fri 6:00 A.M.
Fri 9:00 P.M.	-Sat 6:00 A.M.	Fri 9:00 P.M. ·	-Sat 6:00 A.M.

## Blasting Operation

Blasting operation shall comply with 'Special Note for Rock Blasting - 11D' (included in the proposal) and the note below.

During blasting operation, traffic may be halted a maximum of 15 minutes per hour to allow the execution of the "shot" and to remove all rock fragments and debris from the traveled way. The Contractor, when using explosives of any kind, for the purpose of excavating and removal shall halt the traffic a safe distance from the impending explosion. The Contractor shall immediately inspect the pavements for any debris that may be a hazard to traffic before allowing the traffic to proceed. Listed below are the periods of time each day that traffic may be halted for blasting:

## Hours of Road Blasting Operations

I-24 Westbound / I-69 Southbound	I-24 Eastbound / I-69 Northbound
Mon 9:00 A.M3:00 P.M.	Mon 9:00 A.M3:00 P.M.
Tue 9:00 A.M3:00 P.M.	Tue 9:00 A.M 3:00 P.M.
Wed 9:00 A.M3:00 P.M.	Wed 9:00 A.M3:00 P.M.
Thur 9:00 A.M3:00 P.M.	Thur 9:00 A.M3:00 P.M.
Fri 9:00 A.M11:00 A.M.	Fri 9:00 A.M11:00 A.M.

# SPECIAL NOTES

# b) Lane Closure on Mainline

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ITEM NO. SHEET NO. COUNTY OF I-24/I-69 MAINTENANCE OF TRAFFIC R66 MARSHALL 01-800.00 6. Double Fine Note When construction adjacent to the edge of pavement is in progress and when installing Locations not routinely protected by a barrier wall are barrier wall adjacent to a traveled way, one lane shall be closed. Lane Closures shall eligible for DOUBLE FINE signs. A highway zone which be allowed only during "hours of lane closures" as described below. Once construction has barrier wall but in which unusual or hazardous conditions exist which expose the workers to traffic hazards shall be adjacent to a traveled way has begun, that construction shall be expedited until complete. eligible for the placement of the DOUBLE FINE signs. If construction cannot be completed in a single approved period of "hours of lane closure", However, the double fine signs shall only be placed in portion the Contractor will be required to remove the lane closure and provide the proper signing of highway work zone where workers are exposed to traffic and delineation for a shoulder closure. Lane closures shall not be left in place during hazards. The Contractor shall notify the Project Engineer at non-working hours. least 12 hours prior to using the DOUBLE FINE signs. Short term lane closures (those intended to be in place 3 days or At the beginning of highway work zone, the 'FINE DOUBLED IN less) and lane closures for mobile operations will not be measured for payment but will be incidental to Maintain & Control Traffic. WORK ZONE' sign will be placed. At the end of highway work zone, the 'END DOUBLE FINE' sign will be placed. The signs shall During normal Maintenance of Traffic periods when 2 lanes per direction have to be be removed or covered when the highway work zone does not open, if one lane is closed due to any reason, a disincentive of \$1300.00 per lane have workers for more than two (2) hour period of time. closure per hour will be charged for each hour or fraction of an hour that two lanes Payment for the signs shall be at unit bid price for the signs in each direction are not open except for permitted hours during hours of low erected. The moving and covering of signs shall be incidental traffic volume. The \$1300.00 disincentive shall also apply to any single lanes of to Maintain and Control Traffic. traffic not specifically permitted in the traffic control plan. Lane closures in place 7. Traffic Control Coordinator for more than one hour in excess of permitted hours will be assessed at a greater The Contractor shall designate an employee to be the rate. The second hour or fraction thereof will be assessed at the rate of \$2600.00 Traffic Control Coordinator. This person shall inspect per hour. The third hour or fraction thereof and all additional hours shall be the project maintenance of traffic 7 days a week for assessed at the rate of \$4000.00 per hour. the life of the project. This person shall report all incidents throughout the work zone to the Resident Hours of Lane Closures Engineer. The Contractor shall furnish the name and telephone number where the Traffic Control Coordinator can be contacted at any time. ight 8. Construction Access oht The Contractor will be allowed to make openings in the oht barrier wall for the purpose of ingress and egress between his operations and the existing traffic as illustrated in the detail in these notes. Access openings shall be limited to one opening per mile unless otherwise approved by the Engineer. The location, design and number of access points shall be proposed by the Contractor and approved by the Engineer prior to construction. November 25 - 29, 2015 (Thanksgiving Day weekend) The lengths of acceleration and deceleration available December 23, 2015 - Janurary 2, 2016 (Christmas on the existing shoulders shall be of sufficient length and New Year's period) to allow the safe movement of traffic into the traffic March 25 - 27, 2016 (Easter weekend) stream as determined by the Engineer; however, the April 18-24. 2016 (AQS Quilt Week) shoulder used for the deceleration lane and acceleration May 27 - 30, 2016 (Memorial Day weekend) lane shall be widened to a 15 ft usable shoulder and paved July 2 - 5, 2016 (Independence Day weekend) to adequately support heavy truck traffic. All expense September 2 - 5, 2016 (Labor Day weekend) necessary to construct this type of access in entirety, including but not limited to signing, widening and surfacing Future holiday and special events dates when lane closures will not be allowed shall be the existing shoulders to 15 ft usable widths, delineation determined by the Department if necessary, comparable to above dates. The above and the complete removal of this access, shall be borne dates are subject to change if the Department deems it necessary. by the Contractor and be incidental to the Contract. The Contractor is further cautioned that the Engineer may, with a minimum of 48 hours These access points shall be signed as a construction written notice, prohibit the closure of any lanes on days that the Engineer feels would entrance and shall be barricaded or locked during be detrimental to traffic for special or unusual days not covered above. non-working hours to prevent use by the general public. See Construction Access Details on the following sheet. All movements of equipment involved in excavation and/or The Contractor shall be required to install temporary grates on the concrete median barrier the movement of excavated materials shall be done in inlets until the final phase when the concrete median barrier is placed. The arates shall be areas protected from the normal flow of traffic. All of sufficient strength for vehicular traffic areas. The grates shall be secured to the box equipment moving in or out of the excavation areas inlet in a manner satisfactory for vehicular traffic areas. No direct payment shall be made shall diverge or merge with the normal flow of traffic for furnishing and installing these grates as it shall be considered incidental to the bid item in its direction of flow. No attempt will be made to stop for Modified Concrete Median Barrier Box Inlet (Bottom Phase). or slow the normal flow of traffic to accommodate the equipment movement. Equipment moving materials to the median area shall enter the median only at the "gates" The Contractor will not be allowed to drive or haul construction equipment across the median approved by the Engineer, even if it is necessary to from one side of the Interstate to the other side, unless appropriate lane closures for both go to the next interchange and reversing direction to inside lanes are installed. Temporary crossovers in the median may be installed and removed enter the median area. Movement out of the median at the Contractor's expense. All other equipment movements from one side of the Interstate area will also be a merge with the normal flow at approved to the other shall utilize the nearest interchange. "gate" sites. Equipment moving into and out of the median area and into and out of the excavation areas shall be The Contractor shall furnish Temporary Concrete Barrier Wall, Type 9T, and be paid under capable of mingling with the normal roadway traffic. 'Temporary Concrete Median Barrier Type 9T.' Upon completion of the project, the Contractor 9. Speed Limit shall take ownership of TCBW, Type 9T, except for TCBW noted to remain in place. The posted speed limit shall be 55 mph through the I-24 and Purchase Parkway work zones, unless otherwise All existing pavement markers shall be removed completely, not just lenses, prior to showing detailed in the plans or directed by the engineer. conflicting marking schemes when lane lines are shifted. This item will be paid for under 'Remove Pavement Marker Type V'. Used markers become the property of the Contractor.

	I-24 Wes	stbound / I-69 Southbound	I-24 Eastbound/ I-69 Northbound				
	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	Midnight-3pm & 8pm-midnight Midnight-3pm & 8pm-midnight Midnight-3pm & 8pm-midnight Midnight-3pm & 8pm-midnight Midnight-1pm & 9pm-midnight Midnight-1pm & 9pm-midnight Midnight-1pm & 9pm-midnight	Midnight-6am & noon-3pm & 6pm-midni Midnight-6am & 9am-3pm & 6pm-midnig Midnight-6am & 9am-3pm & 6pm-midnig Midnight-6am & 6pm-midnight Midnight-6am & 7pm-midnight Midnight-6am & 7pm-midnight				
		<u>Holidays and Sp</u>	ecial Events				
Listed below are dates and times for holidays and special events when lane closures, road closures, or blasting will not be allowed:							

2. Temporary Grates For Concrete Median Barrier

- 3. Contractor's Vehicles
- 4. Temporary Concrete Barrier Wall (TCBW)
- 5. Removal of Existing Pavement Markers

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Equipment moving materials to the median area shall enter the median only at the "gates" The Contractor will not be allowed to drive or haul construction equipment across the median approved by the Engineer, even if it is necessary to from one side of the Interstate to the other side, unless appropriate lane closures for both go to the next interchange and reversing direction to inside lanes are installed. Temporary crossovers in the median may be installed and removed enter the median area. Movement out of the median at the Contractor's expense. All other equipment movements from one side of the Interstate area will also be a merge with the normal flow at approved to the other shall utilize the nearest interchange. "gate" sites. Equipment moving into and out of the median area and into and out of the excavation areas shall be The Contractor shall furnish Temporary Concrete Barrier Wall, Type 9T, and be paid under capable of mingling with the normal roadway traffic. shall take ownership of TCBW, Type 9T, except for TCBW noted to remain in place. The posted speed limit shall be 55 mph through the I-24 and Purchase Parkway work zones, unless otherwise All existing pavement markers shall be removed completely, not just lenses, prior to showing detailed in the plans or directed by the engineer. conflicting marking schemes when lane lines are shifted. This item will be paid for under 'Remove Pavement Marker Type V'. Used markers become the property of the Contractor.

'Temporary Concrete Median Barrier Type 9T.' Upon completion of the project, the Contractor 9. Speed Limit

I-24 Wes	stbound / I-69 Southbound	I-24 Eastbound/ I-69 Northbound							
Monday Tuesday Wednesday Thursday Friday Saturday Sunday	Midnight-3pm & 8pm-midnight Midnight-3pm & 8pm-midnight Midnight-3pm & 8pm-midnight Midnight-3pm & 8pm-midnight Midnight-1pm & 9pm-midnight Midnight-1pm & 9pm-midnight	Midnight-6am & noon-3pm & 6pm-midni Midnight-6am & 9am-3pm & 6pm-midnig Midnight-6am & 9am-3pm & 6pm-midnig Midnight-6am & 6pm-midnight Midnight-6am & 7pm-midnight Midnight-6am & 7pm-midnight							
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- 2. Temporary Grates For Concrete Median Barrier
- 3. Contractor's Vehicles
- 4. Temporary Concrete Barrier Wall (TCBW)
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INAI SII		PHASING	NOTES FOR I-2
-09-11 F	<u>SPECIAL NOTES (con't.)</u>	PHASE 1 INCLUDES PHASE 1A & 1B	
	10. I-24 WB Exit Ramp Closure At Purchase Parkway Interchange.	PHASE 1A	
IRMITT	I-24 WB exit ramp shall be temporarily closed for construction of the Westbound	TRAFFIC IS MAINTAINED ON THE EXISTING PURCHASE PARKWAY, Purchase parkway/I-24 Interchange  and I-24.	
AN SETNSI	The detour route shall be signed prior to road closure. The temporary closure will last no more than 14 days. The following disincentives will apply for any closure beyond this duration.	THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE: • CONSTRUCT DIVERSION NO 1 • CONSTRUCT TEMPORARY PAVEMENT ON NB PARKWAY	
D T D A S	- \$3000 per day	PHASE 1B	
GENCONTE	11. Pavement Edge Drop-Offs	LANE CLOSURE TO NB PARKWAY & TRAFFIC IS TRANSFERRED FROM NB PKWY (I-69) / I-24 EB RAMP TO DIVERSION NO. 1 CONSTRUCTED IN PHASE 1A	
RCHAN	Difference in Elevation for Travel Lanes	THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:	
I-69 CALVERT CITY INTE	A pavement edge that traffic is expected to cross in a tane change situation should not have an elevation difference greater than 1/2 inches. This may be increased to 2 inches for low speed situations. Warning signs should be placed in advance and throughout the drop-off area. Pavement Drop-Off Pavement edges that traffic is not expected to cross, except accidentally, should be treated as follows:	<ul> <li>CONSTRUCT I-69 NB FROM STA.1556+58 TO STA. 1579+00 (UNDER TRAFF</li> <li>CONSTRUCT I-69 NB FROM STA.1579+00 TO STA. 1620+05</li> <li>CONSTRUCT I-69 SB FROM STA. 5586+00 TO STA. 5610+00</li> <li>CONSTRUCT I-24 EB FROM STA. 3583+00 TO STA. 3605+56</li> <li>CONSTRUCT I-24 EB FROM STA. 3605+56 TO STA. 3634+40 (UNDER TRA</li> <li>CONSTRUCT RAMP A FROM STA. 300+00 TO STA. 335+00 (NOT INCLUDI)</li> <li>CONSTRUCT I-69 NB BRIDGE</li> <li>CONSTRUCT I-69 SB BRIDGE</li> </ul>	'IC) (FFIC) NG BRIDGE)
ר ה ר ר	Less than 2 inches - No protection required. Warning signs	• CONSTRUCT I-24 EB BRIDGE <u>Phase 2</u>	
V2012 PROJECTSVI	2 to 4 inches - Place plastic drums every 100 feet on tangent sections for speeds of 50 miles per hour or greater. For tangent sections with speeds less than 50 miles per hour and for curves, devices should be placed every 50 feet. Spacing for tapers should be in accordance with the "Manual on Uniform Control Devices."	<ul> <li>TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE</li> <li>FOLLOWING TRAFFIC CHANGES:</li> <li>EXISTING RAMP FROM NB PURCHASE PARKWAY TO EB I-24 TO BE CLOSE</li> <li>RIGHT LANE OF PURCHASE PARKWAY, SIGNED AS NB PURCHASE PARKWAY</li> <li>EB I-24 AND IS TO BE DIVERTED TO NB I-69 (CONSTRUCTED IN PHASE</li> </ul>	D. TO 1B).
P. \ PRO.IFCTS	Greater than 4 inches - Positive separation or wedge with 3:1 or flatter slope needed. If there is 5 feet or more distance between the edge of pavement and drop-off, drums may be used for overnight installations.	THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE: • REMOVE REMAINDER OF EXISTING NB PURCHASE PARKWAY TO EB I-24 RA • REMOVE DIVERSION NO. 1 • CONSTRUCT I-69 SB FROM STA. 5556+50 TO STA. 5579+00 (UNDER TRA • CONSTRUCT PARKWAY SR EROM STA. 4574+30 TO STA. 4600+00	↓MP ↓FFIC)
TIF NAME.	For temporary conditions, drop-offs greater than 4 inches may be protected with plastic drums for short distances during daylight hours while work is being done in the drop-off area.	<ul> <li>CONSTRUCT FARRWAT SB FROM STA. 4314130 FO STA. 4000100</li> <li>CONSTRUCT I-24 EB FROM STA. 3566+90 TO STA. 3583+00</li> <li>CONSRUCT DIVERSION NO. 2 FROM STA. 101+20 TO 111+00</li> <li>CONSRUCT DIVERSION NO. 2 FROM STA. 115+00 TO 145+50</li> </ul>	
	Contrary to the specifications and MUTCD, drums will be used and cones will not be allowed. Payment will be allowed for the DGA material used for wedging.	<ul> <li>CONSTRUCT RAMP A FROM STA. 335+00 TO 343+25 (PART WIDTH)</li> <li>CONSTRUCT RAMP A BRIDGE</li> <li><u>PHASE 3</u></li> </ul>	
	12. Delineators	TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:	
	Contrary to Standard Drawing RBM-020, delineators will be required every 30 feet on temporary barrier wall.	<ul> <li>NB PARKWAY TRAFFIC TO CALVERT CITY OR I-24 WB IS TO BE DIVERTE ONTO RAMP A (CONSTRUCTED IN PHASE 2)</li> <li>SB PARKWAY LANE DROP IMPLEMENTED (SEE SHEET R96A)</li> </ul>	D
novill	<ul> <li>13. Temporary Pavement Markers Ty IVA</li> <li>Type IVA, mono-yellow temporary pavement markers will be required on the</li> <li>median edgeline for concrete median barrier within 8 feet of the driving</li> <li>lane as shown in the "Standard Drawinas." and Type IVA. mono-white markers</li> </ul>	THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE: • CONSTRUCT I-69 SB FROM STA 5579+00 TO STA. 5586+00 • COMPLETE RAMP A FROM STA. 335+00 TO 343+25	
R: rsu	will be used along skip stripe in lane transition areas and as directed by the Engineer.	CRASH CUSHION TY VI-T	375' 25:1 TAPER
T USE	14. Temporary Crash Cushions	SPACING PRIOR TO CRASH CUSHION	
MOOR	Contractor's negligence, will be paid for at the contract unit price each. This does not apply to crash cushions required on entrance/exit lanes or	← 15' ← 15' ← 15' ←	TCB
MF. RC	installed on barrier wall for the Contractor's convenience. Replacement for	ENTRANCE TO CONSTRUCTION AREA	
HFFT N/	15. Variable Message Signs All variable Message Signs will become the property of the KYTC at	(NTS)	375′
			25:1 TAPER
657 6 11 x	No tree cutting shall take place during the months of June and July.		
MicroStation v		EXIT FROM CONSTRUCTION AREA (NTS) CONSTRUCTION ACCESS DETAIL	<u>.S</u>



6700M			
BMITTAL\DGNS\Rd		I-24/I-69 MAINTENANCE OF TRAFF Special notes and phasing not	FIC ES
NAL SU		PHASING	NOTES FOR I-2
11-9(	SPECIAL NOTES (con't.)		
S \ 15 - 0	10. I-24 WB Exit Ramp Closure At Purchase Parkway Interchange.	PHASE 1 INCLUDES PHASE 1A & 1B <u>Phase 1a</u>	
JBMITTAL	I-24 WB exit ramp shall be temporarily closed for construction of the Westbound	TRAFFIC IS MAINTAINED ON THE EXISTING PURCHASE PARKWAY, Purchase parkway/i-24 interchange and i-24.	
PLAN SETVSU	The detour route shall be signed prior to road closure. The temporary closure will last no more than 14 days. The following disincentives will apply for any closure beyond this duration.	THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE: • CONSTRUCT DIVERSION NO 1 • CONSTRUCT TEMPORARY PAVEMENT ON NB PARKWAY	
RACT F	\$3000 per day	<u>Phase 1B</u>	
GE\CONTF	11. Pavement Edge Drop-Offs	LANE CLOSURE TO NB PARKWAY & TRAFFIC IS TRANSFERRED FROM NB PKWY (I-69) / I-24 EB RAMP TO DIVERSION NO. 1 CONSTRUCTED IN PHASE 1A	
RCHAN	Difference in Elevation for Travel Lanes	THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE:	
I-69 CALVERT CITY INTE	A pavement edge that traffic is expected to cross in a lane change situation should not have an elevation difference greater than 1/2 inches. This may be increased to 2 inches for low speed situations. Warning signs should be placed in advance and throughout the drop-off area. <u>Pavement Drop-Off</u> Pavement edges that traffic is not expected to cross, except accidentally, should be treated as follows:	<ul> <li>CONSTRUCT I-69 NB FROM STA.1556+58 TO STA. 1579+00 (UNDER TRAFF</li> <li>CONSTRUCT I-69 NB FROM STA.1579+00 TO STA. 1620+05</li> <li>CONSTRUCT I-69 SB FROM STA. 5586+00 TO STA. 5610+00</li> <li>CONSTRUCT I-24 EB FROM STA. 3583+00 TO STA. 3605+56</li> <li>CONSTRUCT I-24 EB FROM STA. 3605+56 TO STA. 3634+40 (UNDER TRAFF</li> <li>CONSTRUCT RAMP A FROM STA. 300+00 TO STA. 335+00 (NOT INCLUDI</li> <li>CONSTRUCT I-69 NB BRIDGE</li> <li>CONSTRUCT I-69 SB BRIDGE</li> </ul>	FIC) AFFIC) NG BRIDGE)
355 -	Less than 2 inches - No protection required. Warning signs	● CONSTRUCT I-24 EB BRIDGE PHASE 2	
V2012 PROJECTSV12	should be placed in advance and throughout the drop-off area. 2 to 4 inches - Place plastic drums every 100 feet on tangent sections for speeds of 50 miles per hour or greater. For tangent sections with speeds less than 50 miles per hour and for curves, devices should be placed every 50 feet. Spacing for tapers should be in accordance with the "Manual on Uniform Control Devices."	<ul> <li>TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE</li> <li>FOLLOWING TRAFFIC CHANGES:</li> <li>EXISTING RAMP FROM NB PURCHASE PARKWAY TO EB I-24 TO BE CLOSE</li> <li>RIGHT LANE OF PURCHASE PARKWAY, SIGNED AS NB PURCHASE PARKWAY</li> <li>EB I-24 AND IS TO BE DIVERTED TO NB I-69 (CONSTRUCTED IN PHASE</li> </ul>	D. ТО 1В).
ILE NAME: P:\PROJECTS	Greater than 4 inches - Positive separation or wedge with 3:1 or flatter slope needed. If there is 5 feet or more distance between the edge of pavement and drop-off, drums may be used for overnight installations. For temporary conditions, drop-offs greater than 4 inches may be protected with plastic drums for short distances during daylight hours while work is being done in the drop-off area.	THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE: • REMOVE REMAINDER OF EXISTING NB PURCHASE PARKWAY TO EB I-24 R/ • REMOVE DIVERSION NO. 1 • CONSTRUCT I-69 SB FROM STA. 5556+50 TO STA. 5579+00 (UNDER TRA • CONSTRUCT PARKWAY SB FROM STA. 4574+30 TO STA. 4600+00 • CONSTRUCT I-24 EB FROM STA. 3566+90 TO STA. 3583+00 • CONSRUCT DIVERSION NO. 2 FROM STA. 101+20 TO 111+00 • CONSRUCT DIVERSION NO. 2 FROM STA. 115+00 TO 145+50	AMP Affic)
	Contrary to the specifications and MUTCD, drums will be used and cones will not be allowed. Payment will be allowed for the DGA material used for wedging.	<ul> <li>CONSTRUCT RAMP A FROM STA. 335+00 TO 343+25 (PART WIDTH)</li> <li>CONSTRUCT RAMP A BRIDGE</li> <li>PHASE 3</li> </ul>	
16 2015 2015	12. Delineators Contrary to Standard Drawing RBM-020, delineators will be required every 30 feet on temporary barrier wall.	<ul> <li>TRAFFIC IS MAINTAINED AS IN THE PREVIOUS PHASE WITH THE FOLLOWING TRAFFIC CHANGES:</li> <li>NB PARKWAY TRAFFIC TO CALVERT CITY OR I-24 WB IS TO BE DIVERTED ONTO RAMP A (CONSTRUCTED IN PHASE 2)</li> <li>SB PARKWAY LANE DROP IMPLEMENTED (SEE SHEET R96A)</li> </ul>	ED
: rsullivan PLATED, Novem	13. Temporary Pavement Markers Ty IVA Type IVA, mono-yellow temporary pavement markers will be required on the median edgeline for concrete median barrier within 8 feet of the driving lane as shown in the "Standard Drawings," and Type IVA, mono-white markers will be used along skip stripe in lane transition areas and as directed by the Engineer	THE FOLLOWING IS TO BE CONSTRUCTED THIS PHASE: • CONSTRUCT I-69 SB FROM STA 5579+00 TO STA. 5586+00 • COMPLETE RAMP A FROM STA. 335+00 TO 343+25 CRASH CUSHION TY VI-T	375′ 25:1 TAPER
USER	4 14. Temporary Crash Cushions	PLACE 6 TUBULAR MARKERS AT 30' SPACING PRIOR TO CRASH CUSHION	
R06700MT	Temporary crash cushions hit or damaged by the public, not through Contractor's negligence, will be paid for at the contract unit price each. This does not apply to crash cushions required on entrance/exit lanes or installed on barrier wall for the Contractor's convenience. Replacement for	→ 15' → 15'	TCB
NAME:	these will be incidental to the contract.	ENTRANCE TO CONSTRUCTION AREA	
E-SHEET	All variable Message Signs will become the property of the KYTC at project completion.	(NTS)	375' 25:1 TAPER
159	16. Tree Cutting		
∕8 <b>.</b> 11.9. ∠	No tree cutting shall take place during the months of June and July.	<u>−TCBW</u> <u>−TCBW</u> <u>−TCBW</u>	I-24 €
MicroStation v		EXIT FROM CONSTRUCTION AREA (NTS) CONSTRUCTION ACCESS DETAIL	. <u>S</u>



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ACT	GROUND MOUNTED SIGN SUPPORTS				
NTR	GMSS GALV STEEL TYPE A (8)	6400	LB	13564.2	
∕C0	GMSS GALV STEEL TYPE C (8)	6441	LB	19461	
NGE					
СНА					
TER					
, IN	FUUTINGS FOR SIGNS				
CITY	CLASS A CONCRETE FOR SIGNS (12)	6490	CUYD	264	
ЗТ (	STEEL REINFORCEMENT FOR SIGNS (13)	6491	LB	21,576	
_ VEF					
CA	SICN DASE MATERIAL				
-69	SIGN DASE MATERIAL				
-	SBM ALUMINUM PANEL SIGNS (11)	6405	SQFI	9170.8	
355	SBM ALUM SHEET SIGNS .080 IN	6406	SQFT	71.5	
5/12	SBM ALUM SHEET SIGNS .125 IN	6407	SQFT	203	
ECT					
ROJ	STEEL DAST				
Z  2	STEEL FUST				
\20	1 YPE 1 ()(2)	6410		648	
CTS	TYPE 2 (1)(2)	6411	LF	21	
ROJE	TYPE D (5)	21596ND	EACH	8	
H H H					
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AME					
Z Ш	FLEXIBLE DELINEATOR POST - WHITE	6417	L ACH	0	
ΕIL	FLEXIBLE DELINEATOR POST - YELLOW	6418	EACH	0	
	REMOVAL ITEMS (3)				
		C 1 1 0		Λ	
L)	REMOVE OVERHEAD SIGN SUFFORT STRUCTURE	0443		4	
201					
16,	REMOVE OVERHEAD SIGN SUPPORT CONC. BASE	6450	EACH	7	
0er					
/em	REMOVE SIGN SUPPORT BEAM (6)	6451	FACH	43	
No		21373ND		70	
ED:					
lan. 0T1	REMOVE AND RELOCATE SIGN	20418ED	EACH	54	
E PL	REMOVE SIGN BRIDGE MOUNT ATTACHMENT	23639ED	EACH	2	
JSEF DATE					
	ROADWAY CROSS SECTION (7)	20419ED	EACH	9	
AME					
Z L					
HEE	BARCODE SIGN INVENTORY (10)	24631EC	EACH	67	
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		QUANTILU							NOTES			
			~						QUANTITY IS ESTIMATED. TH BE DETERMINED BY THE CONT	E EXACT LENG Fractor and	STH SHALL Approved	
	ΤΔ						DT A		BY THE ENGINEER. WHERE REP SHEETING SIGNS SHALL BE IN	QUIRED, BRACI NCIDENTAL TO	ING FOR THE	
								-	OF TYPE 1 POSTS FOR 0.080 POST MEETS MANUFACTURER	GA. SHEET S SPECIFICATIO	IN PLACE IGNS IF THE NS FOR	
Y			UNI		QUAN	]   <u> </u>   Y 			90 MPH WINDLOADS.			
	13564.2							(2)	WHERE REQUIRED, BRACING FOR INCIDENTAL TO STEEL POST.	OR SHEETING SEE SHEETING	SIGNS SHALL NG SIGN DETAI	3E Il sheet.
	19461	OVERHEAD SIGN SUPPORTS						3	ALL MATERIALS REMOVED AND SIGN POSTS, SIGN SUPPORTS	) NOT REUSEC , ETC. SHALL	, SUCH AS SI Become the	GNS,
		OSS GALV STEEL CANTILEVER 64	II5 EACH	H 1			1		PROPERTY OF THE CONTRACT	OR.		ETINO
		OSS ALUMINUM 55 FT TRUSS 64	20 EACH	H 1			1	4	SIGNS SHALL BE INCIDENTAL ADDITIONAL PAYMENT BEING	TO THE PROJ ALLOWED.	ECT WITH NO	<u> </u>
	264	OSS ALUMINUM 60 FT TRUSS 64	22 EACH 26 EACH	Н 2			2	(5)	TYPE D SUPPORTS REQUIRED	FOR SHEETIN	G SIGN	
	21, 310	USS ALUMINUM TO TT TRUSS						-	INSTALLATIONS WITH MORE T PER LOCATION.	han on sign	ATTACHED	
	0470.0	OSS ALUMINUM 80 FT TRUSS 64	38 EACH	H 1			1	6	WHERE THE REMOVAL OF BEAM The ream and any concret	M SIGN SUPPO	RTS IS CALLE	D FOR,
	71.5							_	LINE ARE TO BE CUT OFF A EXISTING GROUND LINE OR T	MINIMUM OF HE ENTIRE BE	ONE FOOT BEL	OW THE RETE
	203							_	BASE ARE TO BE REMOVED C THE EXISTING GROUND LINE.	OMPLETELY AN BACKFILL IS	ND BACKFILLED Incidental.	) ТО
								7	THE CONTRACTOR SHALL TAK	E FIELD MEAS CROSS SECTIO	UREMENTS AT N SHALL BE D	THE FVFLOPFD
	648							_	TO VERIFY BEAM LENGTHS. BROUGHT TO THE ATTENTION	ANY DISCREPA OF THE ENGI	NCIES SHALL NEER. BEAM I	BE _ENGTHS
	21								SHUWN IN THE PLANS ARE FU	TR INFORMATIC	JN UNLY.	
	8							8	TYPE A AND TYPE C SHALL E WEIGHT OF THE BEAMS. THE	3E BASED ON NECESSARY G,	THE NOMINAL	
								-	HARDWARE, ETC IS TO BE QUANTITIES FOR TYPC C SUF	CONSIDERED I 'PORTS SHALL	NCIDENTAL. Include all	
	0	SIGN BRIDGE ATTACHMENT BRACKET 64	18 EAC	Н 2			2	-	AWAY BEAMS. SEE PANEL SIG	N DETAIL SHE	BREAK- Ets.	
		STOR BRIDGE ATTACHMENT BRACKET						9	WHERE A PANEL SIGN WITH E Removed, the remove sign	XIT PLAQUE ! QUANTITY IS	IS TO BE 1. Where	
								-	ONLY AN EXIT PLAQUE IS BE REMOVE SIGN QUANTITY IS 1	IGN REMOVED,	, THE	
	4								FOR NEW SHEET SIGNS. SEE	PROPOSAL AI	ND PAYMENT N	JOTE ON T2.
	7								QUANTITY SHALL INCLUDE AL NECESSARY TO FORM COMPLE	L COPY AND Ete signs. No	HARDWARE DEDUCTION	
	43							(12)	IN AREA IS TO BE MADE FOR	ROUNDING O	F CORNERS.	
	70											
	54								INCLUDES 10,204 EDS. FUNC	JII 316N I 00N	JATIONS.	
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	9							-				
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								-	<b>Commonia</b>	vealth	of Kenl	ucky WANG
	67							_		EINI UJ COUNTY	OF	WAI2
										<b>MARSH</b>	ALL	
								-	RECON JULIAN CARROL	ISTRUCT I-24 / I-6 L (PURCHASE) PA	9 Corridor Rkway Interchan	IGE
								_	PROJECT <u>NHPP IM</u>	0241 (090)	6	
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									SIGNIN	NG QUANT <sup>.</sup>	TY SHFFT	-
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5-09-11 FIN				Ε	S1	ΓΙΜΑ
I SET\SUBMITTALS\	ITEM	CODE NUMBER				
PLAN			UNIT			QUANTIT
CHANGENCONTRACT	GROUND MOUNTED SIGN SUPPORTS         GMSS GALV STEEL TYPE A       (8)         GMSS GALV STEEL TYPE C       (8)	6400 6441		13564.2 19461	3	
VERT CITY INTERO	FOOTINGS FOR SIGNS CLASS A CONCRETE FOR SIGNS (12) STEEL REINFORCEMENT FOR SIGNS (13)	6490 6491	CUYD	264 21,576	}	
5\12355 - I-69 CAL	SIGN BASE MATERIAL SBM ALUMINUM PANEL SIGNS (1) SBM ALUM SHEET SIGNS .080 IN SBM ALUM SHEET SIGNS .125 IN	6405 6406 6407	SQF SQF SQFT	9170.8 9170.8 203	<u>}</u>	
TS\2012 PROJECT	STEEL POST TYPE 1 (1)(2) TYPE 2 (1)(2)	6410	LF	648		
E NAME: P: \PROJEC	TYPE D 5 FLEXIBLE DELINEATOR POST - WHITE	21596ND 6417	EACH	8		
	FLEXIBLE DELINEATOR POST - YELLOW	6418	EACH	0		
	REMOVAL ITEMS (3) REMOVE OVERHEAD SIGN SUPPORT STRUCTURE	6449	EACH	4		
6, 2015	REMOVE OVERHEAD SIGN SUPPORT CONC. BASE	6450	FACH	7		
- De Le						
Vover	REMOVE SIGN SUPPORT BEAM 6	6451	EACH	43		
e red:	REMOVE SIGN (4)(9)	21373ND	EACH	70		
R PLOT	REMOVE AND RELOCATE SIGN REMOVE SIGN BRIDGE MOUNT ATTACHMENT	20418ED 23639ED	EACH	2		
USE DAT	ROADWAY CROSS SECTION (7)	20419ED	EACH	9		
NAME:						
9 E-SHEET	BARCODE SIGN INVENTORY	24631EC	EACH	67		
11.9.459						
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# SIGNING

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Ý		TOTALS	-	ITEM	CODE NUMBER	UNIT		QUAN	 
	5	13564-2							
	Ľ,	19461	P	UVERHEAD SIGN SUPPORIS					
				OSS GALV STEEL CANTILEVER	6415	EACH	1		
	5	264		OSS ALUMINUM 55 FT TRUSS OSS ALUMINUM 60 FT TRUSS	6420	EACH	2		
	Ę	21,576	3	OSS ALUMINUM 70 FT TRUSS	6426	EACH	3		
	Ę	9170.8	3	OSS ALUMINUM 80 FT TRUSS	6438	EACH	1		
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		0		SIGN BRIDGE ATTACHMENT BRACKET	6448	EACH	2		
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				VOIE:			
			QUANTITY IS EST BE DETERMINED B	IMATED. THE Y THE CONT	E EXACT LENG Ractor and	STH SHALL APPROVED	
	A T (		BY THE ENGINEER SHEETING SIGNS S	. WHERE REC Shall BE IN	QUIRED, BRACI Icidental to	ING FOR The	
			OF TYPE 1 POSTS	E II POST N For 0.080	IAY BE USED GA. Sheet si	IN PLACE IGNS IF THE	
Ý			90 MPH WINDLOAD	UFACTURER )S.	Specificatio	NS FUR	
		2	WHERE REQUIRED,	BRACING FC	OR SHEETING	SIGNS SHALL	BE II SHEET
		3	ALL MATERIALS R	FMOVED AND	) NOT RELISED	). SUCH AS SI	GNS.
			SIGN POSTS, SIGN PROPERTY OF THE	SUPPORTS, Contracto	ETC. SHALL DR.	BECOME THE	
	1	(4)	THE REMOVAL OF	ALL TYPE I	OR II POSTS	AND ALL SHE	ETING
	1		SIGNS SHALL BE Additional paym	INCIDENTAL ENT BEING ,	TO THE PROJ Allowed.	ECT WITH NO	
	<u> </u>	5	TYPE D SUPPORTS	s required	FOR SHEETIN	G SIGN	
			INSTALLATIONS W PER LOCATION.	IIH MORE I	han on sign	AIIACHED	
	1	6	WHERE THE REMOV	AL OF BEAN	/ SIGN SUPPC	RTS IS CALLE	D FOR,
			LINE ARE TO BE	CUT OFF A	MINIMUM OF (	ABUVE THE U ONE FOOT BEL	OW THE
			BASE ARE TO BE	REMOVED CO	DMPLETELY AN BACKEILL IS	ND BACKFILLEE	) TO
			THE CONTRACTOR	SHALL TAKE	ETELD MEAS	UREMENTS AT	ТНЕ
			PANEL SIGN LOCA TO VERIEY BEAM	TIONS. A C	ROSS SECTIO	N SHALL BE D	EVELOPED
			BROUGHT TO THE SHOWN IN THE PL	ATTENTION ANS ARE FO	OF THE ENGIN R INFORMATIO	NEER. BEAM I DN ONLY.	ENGTHS
		8	PAYMENT FOR GRO	DUND MOUNT	ed sign supf	PORTS	
			TYPE A AND TYPE WEIGHT OF THE B	E C SHALL E Eams. The M	BE BASED ON NECESSARY G4	THE NOMINAL Alvanizing,	
			HARDWARE, ETC Quantities for	IS TO BE TYPC C SUP	CONSIDERED I Ports shall	NCIDENTAL. Include all	
			NECESSARY HARDW Away beams. see	VARE TO FOF Panel SIGI	RM COMPLETE N DETAIL SHE	BREAK- Ets.	
	Ζ	9	WHERE A PANEL S	SIGN WITH E	XIT PLAQUE I	S TO BE	
			ONLY AN EXIT PL	AQUE IS BE NITITY IS 1	IGN REMOVED,	, THE	
		(10)	FOR NEW SHEET	SIGNS. SEE	PROPOSAL AI	ND PAYMENT N	NOTE ON T2.
			OHANTITY SHALL	INCLUDE AL	I COPY AND	HARDWARF	
			NECESSARY TO FO	ORM COMPLE	TE SIGNS. NC Rounding o	DEDUCTION F CORNERS.	
		(12)	INCLUDES 205.57	U. YDS. F	OR OH SIGN I	FOUNDATIONS.	
		(13)	INCLUDES 18, 264	BS. FOR C	)h sign founi	DATIONS.	
			<u> </u>	<b>y</b>			
			1 or	nmaan	realth a	of Kon	neku
			DEP	ARTM	ENT O	F HIGH	WAYS
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				JULIAN CARROL	L (PURCHASE) PAI	REAL INTERCHAN	IGE
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			NUMBERS: -			<u> </u>	
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GENERAL	SIGN	INFC	) RMAT	ION			
SIGN NUMBER			P-16				
QUANITY			1				
WIDTH			37′-6	 			
HEIGHT			18′-9				
AREA (Sq. Ft.)		78	33.625	Sq. Ft.			
BORDER WIDTH			2"				
BORDER RADII			12"				
PANEL COLOR		Gr	een/Y	ellow			
LEGEND/BORDER	COLOR	White/White					
STATIONS(S)							
PANEL MATERIAL		Reflective					
LEGEND MATERIA	_	F	Reflect	İve			
PANEL STYLE							
SYMBOL(S)	Х	Υ	WIDTH	HEIGHT			
M1-1			48	48			
M1-1			48	48			
M1-4			48	48			
ARPCR1	64.27	19.9	56.8	8 48			
AR_SPLIT	241.82	2 19.9	20.5	5 68.83			
ARPCR1	426.54	19.9	56.8	8 41.5			
LETTER SP	ACINC	G / I	NFOR	MATION			
S=	COPY						
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30"

24.8"



FONT: (1) ClearviewHwy-5-W Panel Style: P16.ssi M.U.T.C.D.: 2009 Edition

1 

			CUEFT NO
			TOF
Panel Style: tab1 bsi			
M.U.T.C.D.: 2009 Edition			
BORDER   11'-6"			
TH=2" $ -2.5.2  =  -2.5.2 $ TH=2" $ -2.5.2  =  -2.5.2 $ TTH=2" $ -2.5.2  =  -2.5.2 $ TTH=2" $ -2.5.2  =  -2.5.2 $	5"		
$= \underbrace{\begin{bmatrix} 10^{10}E \\ W=30.6^{1} \\ 10^{1} \\ W=26.4^{1} \\ W=2$	"E =12.2" ="		
$\frac{1}{15.9}$	3" <u> </u> 7.8" "E	10.8" 12"E	
	=15.9" <u>+</u> W=23.6" .3" <u>+</u> 11.3"	W=30.7"	
INTERSTATE			
	=48" W=48"		
	,n Å		
Paducah   416	"(1) =108.7"		
Calvert City		201.9"	
	.2"		
	142.0		
66" W=84.9" 48	11		
	=38.7"		
	4" <u>v</u>	<u> </u>	
409.3"			
57-0			

SIGN L	OCATION	& MC	UNTIN	G INF	ORMA	TION
SIDE OF ROAD	TRAFF DIREC	FIC FION	ON Roa	l ND	MIL	e point
MOUNTING S	STYLE					
BEAM MATE	RIAL					
BEAM SIZE						
BEAM/POST	1 LENGT	-H =		-		)NTAL
BEAM/POST	2 LENG	;TH =			ULEAP	ANCE
BEAM/POST	3 LENG	STH =			_ T .	′RT.
TYPE "A" FI	TYPE "B" BREAK-A-WAY				VAY	
(	CONCRET	e base	e dime	NSION	٧S	
a = D]	A. b	=			(	Cu. Yds.

GENERAL SIGN	INFO	RMATION							
SIGN NUMBER		P-16							
QUANITY		1							
WIDTH		37'-6"							
HEIGHT	8	18′-9"	3						
AREA (Sq. Ft.)	<b>2</b> 783	3.625 Sq. Ft.	3						
BORDER WIDTH	<u> </u>							BORDER	Panel Style: tab_leftexit.bsi M.U.T.C.D.: 2009 Edition
BORDER RADII		12"						R=2" TH=0.75"	11 10.5"11
PANEL COLOR	Gre	en/Yellow					12" 12"E	9" 18" <b>1</b>	
LEGEND/BORDER COLOR	WF	nite/White	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	$\sim$	$\sim$	4'-6"	W=41.4"	W=60" 8" W=30.6	
			<b>&gt;</b>	T T	Ť	<u>+</u>	24.8"	21.8"	
PANEL MATERIAL	Re D	etlective	{				12"E W=45.4"	15"E W=12.2" 11.3"	
LEGEND WATERIAL								48"	
			— E			400.0		W=48"	
PANEL STYLE				201.3"	201.3"	198.3	161.6"	12" 16"(1) W=81.1"	
								44.7"	
SYMBOL(S) X	Ý	WIDTH   HEIG	нт Е					<u>+</u>	
M1-1		48 48	3	12"F	12"	18"	18"	48" W=38.7"	
M1-1		48 48	3	W=47.9"	W=36.7" 11.4"	W=66" 8.4"	W=66" 8.4"	7.9"	EXII
M1-4		48 48	3					BORDER R=12" TH=2"	20.4"
ARPCR1 64.2	7 19.9	56.8 48	Ľ			····			FONT:
AR_SPLIT 241.8	2 19.9	20.5 68.	33						(1) ClearviewHwy-5-W Panel Style: P16.ssi
ARPCR1 426.5	4 19.9	56.8 41.	5						M.U.T.C.D.: 2009 Edition
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S= COPY									
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11'-6" 117.1" South INTERSTATE 69 Fulton ONLY ······

32 5

					COUNTY OF	ITEM NO.	SHEET NO.
				R	EVISED: 1	1-16-15	100
BORDER R=3.25" TH=2"	Panel Style: tab1.bsi MU.T.C.D.: 2009 Edition 11'-6" 23.2" 91.7" EXIT 2 EST TO EST TO 14 62 0 0 0 0 0 0 0 0 0 0 0 0 0	23.2" 5 B h ity	$ \begin{array}{c}     \hline      \hline     \hline     \hline      \hline      \hline       $	R 7.5" 15"E W=12.2" 7.5" 7.8" 15"E W=15.9" 11.3" 48" W=48" 48" W=48" 58.2" 58.2" 48" W=38.7" 8.4"	T7.8" 15"ED: 1 15"EM W=23.6" 11.3" 48" W=48" 142.6"	1-16-15	
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	SIGN L						1 N
	ROAD	DIRFC	TION	R R	) A D	MILE P	OINT
	MOUNTING	STYLE					
	BEAM MATE	ERIAL					
	BEAM SIZE						
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	BEAM/POST	2 LENG	STH =		(		È E
	BEAM/POST	3 LENG	STH =		/		rr.
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Cu. Yds.



Support				SPAN		SUPP	ort	ΗE	IGHT		FOOTIN	GΗ	EIG	ΗT
No.		STATIO	N	L		Η∟			Η <sub>R</sub>		FL			F <sub>R</sub>
	254	6+80 EE	3 24	70′		25.25			26.14		7.33		7	.66
Total		SI	GN A			SIC	GN I	В			SIC	GN	С	
Area**	I.D.	Horiz.	Vert.	. Area*	I.D.	Horiz.	Ver	-+.	Area*	I.D.	Horiz.	Ve	rt.	Area*
609.25		15.5′	14′	217.00		16.5′	11.	5′	222.25		12.5′	11. (	00′	170
Support				SPAN		SUPP	ORT	HE	IGHT		FOOTIN	GН	EIG	ΗT
No.		STATIO		L		Η∟			Η <sub>R</sub>		FL			F <sub>R</sub>
	262	5+94 WB	24	60		27′			27′		9.0′		C	9.0′
Total		SI	GN A			SI	GN I	В			SI	GN	С	
Area**	I.D.	Horiz.	Vert	. Area*	I.D.	Horiz.	Ver	-+.	Area*	I.D.	Horiz.	Ve	rt.	Area*
696.50		28′	22′	696.50										
			·						ТСЦТ			с ц		UT
Support	(	STATION		SPAN		SUPP	ORT	HE	IGHT		FOOTIN	GН	EIG	HT F
Support No.	(	STATION	N -	SPAN L		SUPP	ORT	HE	IGHT H <sub>R</sub>		FOOTIN F <sub>L</sub>	G H	IEIG	ht F <sub>R</sub>
Support No.	2648	STATION 8+63 WB	N 24	SPAN L 60		SUPP H <sub>L</sub> 27'	ORT	HE	IGHT H <sub>R</sub> 27'		FOOTIN F <sub>L</sub> 9.0′	G H	EIG	HT F <sub>R</sub> 9.0′
Support No.	2648	STATION 8+63 WB SI	N 24 GN A	SPAN L 60		SUPP H <sub>L</sub> 27' SI(	ort Gn i	HE	IGHT H <sub>R</sub> 27'		FOOTIN F <sub>L</sub> 9.0' SI(	G H	EIG C	HT F <sub>R</sub> 9.0′
Support No. Total Area**	2648 I.D.	STATION 8+63 WB SI Horiz.	N 24 GN A Vert	SPAN L 60 . Area*	I.D.	SUPP H <sub>L</sub> 27' SIC Horiz.	ORT GN Ver	HE B ~ +.	IGHT H <sub>R</sub> 27′ Area*	I.D.	FOOTIN F <sub>L</sub> 9.0' SIC Horiz.	GH GN Ve	EIG Ç C rt.	HT F <sub>R</sub> 9.0′ Area*
Support No. Total Area** 696.50	2648 I.D.	STATION 8+63 WB SI Horiz. 28'	N 24 GN A Vert, 22'	SPAN L 60 . Area* 696.50	I.D.	SUPP HL 27' SIC Horiz.	ORT GN I Ver	HE B -+.	IGHT H <sub>R</sub> 27' Area*	I.D.	FOOTIN F <sub>L</sub> 9.0′ SI( Horiz.	G H GN Ve	EIG Ç rt.	HT F <sub>R</sub> 9.0′ Area*
Support No. Total Area** 696.50 Support	2648 I.D.	STATION 8+63 WB SI Horiz. 28'	N 24 GN A Vert, 22'	SPAN L 60 . Area* 696.50 SPAN	I.D.	SUPP HL 27' SI( Horiz.	ORT GN I Ver ORT	HE B -+.	IGHT H <sub>R</sub> 27' Area*	I.D.	FOOTIN FL 9.0' SI( Horiz. FOOTIN	G H GN Ve G H	EIG C rt.	HT F <sub>R</sub> 9.0′ Area*
Support No. Total Area** 696.50 Support No.	2648 I.D.	STATION 8+63 WB SI Horiz. 28' STATION	N 24 GN A Vert, 22'	SPAN L 60 . Area* 696.50 SPAN L	I.D.	SUPP HL 27' SI( Horiz. SUPP HL	ORT GN I Ver ORT	HE B -+.	IGHT H <sub>R</sub> 27' Area* IGHT H <sub>R</sub>	I.D.	FOOTIN FL 9.0' SI( Horiz. FOOTIN F1	G H GN Ve G H	EIG C rt.	HT F <sub>R</sub> 9.0′ Area* HT
Support No. Total Area** 696.50 Support No.	2648 I.D.	STATION 8+63 WB SI Horiz. 28' STATION +13 SB F	N 24 GN A Vert, 22' N	SPAN L 60 . Area* 696.50 SPAN L 80' EXI	I.D.	SUPP HL 27' SI( Horiz. SUPP HL EXISTIN	ORT GN Ver ORT	HE B -+. HE	IGHT HR 27' Area* IGHT HR	I.D.	FOOTIN FL 9.0' SI( Horiz. FOOTIN FL (ISTING	G H GN Ve G H	EIG C rt. EIG	HT FR 9.0' Area* HT FR STING
Support No. Total Area** 696.50 Support No. Total	2648 I.D.	STATION 8+63 WB SI Horiz. 28' STATION +13 SB F SI	N 24 GN A Vert, 22' N PKWY GN A	SPAN L 60 . Area* 696.50 SPAN L 80' EXI	I.D.	SUPP HL 27' SIC Horiz. SUPP HL EXISTIN	ORT GN Ver ORT GN	HE B HE E> B	IGHT H <sub>R</sub> 27' Area* IGHT H <sub>R</sub> (ISTING	I.D.	FOOTIN FL 9.0' SIC Horiz. FOOTIN FL (ISTING SIC	G H GN Ve G H	EIG C rt. EIG EXI C	HT F <sub>R</sub> 9.0' Area* HT F <sub>R</sub> STING
Support No. Total Area** 696.50 Support No. Total Area**	2648 I.D. 2619- I.D.	STATION 8+63 WB SI Horiz. 28' STATION +13 SB F SI Horiz.	V 24 GN A Vert, 22' N PKWY GN A Vert,	SPAN L 60 . Area* 696.50 SPAN L 80' EXI . Area*	I.D. ST.	SUPP HL 27' SIC Horiz. SUPP HL EXISTIN SIC Horiz.	ORT GN Ver ORT GN Ver	HE B HE B C+.	IGHT H <sub>R</sub> 27' Area* IGHT H <sub>R</sub> (ISTING Area*	I.D. I.D.	FOOTIN FL 9.0' SIC Horiz. FOOTIN FL (ISTING SIC Horiz.	G H GN G H GN Ve	EIG C rt. EIG EXI C rt.	HT F <sub>R</sub> 9.0' Area* HT F <sub>R</sub> STING Area*
Support No. Total Area** 696.50 Support No. Total Area** 683.25	2648 I.D. 2619- I.D.	STATION 8+63 WB SI Horiz. 28' STATION +13 SB F SI Horiz. 15'	V 24 GN A Vert, 22' N PKWY GN A Vert, 15.5'	SPAN L 60 . Area* 696.50 SPAN L 80' EXI . Area* 284.25	I.D. ST.	SUPP HL 27' SIC Horiz. SUPP HL EXISTIN SIC Horiz. 15.5'	ORT GN Ver ORT GN Ver 17.	HE B -+. HE B -+.	IGHT HR 27' Area* IGHT HR (ISTING Area* 300.00	I.D. I.D.	FOOTIN FL 9.0' SIC Horiz. FOOTIN FL (ISTING SIC Horiz. 11'	G H GN G H GN Ve	EIG C rt. EIG EXI C rt. 9'	HT F <sub>R</sub> 9.0' Area* HT F <sub>R</sub> STING Area* 99.00

\* Area includes Exit Number Signs that are not shown.

\*\* Total Area includes the sum of all of the signs on the structure and shall not exceed 700 square feet.

A registered professional engineer licensed to practice in the Commonwealth of Kentucky shall fill out the chart above based on the design cross section at the locations where the truss is to be erected, the actual signs to be used on the truss, and the instructions herein. The engineer's name is to appear in the "Checked By" box (\*\*\*) of the title block on each sheet. The engineer is responsible for verifying the information based on the contractor's submitted cross sections and for reviewing the fabricator's shop drawings in detail.





Support				SPAN		SUPP	ORT	ΗE	IGHT		FOOTIN	G HEI(	GHT
No.	_	STATIO	N	L		ΗL			Η <sub>R</sub>		FL		F <sub>R</sub>
	254	6+80 EE	3 24	70′		25.25			26.14		7.33		7.66
Total		SI	GN A		•	SI	GN E	3		•	SI	GN C	
Area**	I.D.	Horiz.	Vert.	. Area*	I.D.	Horiz.	Ver	-+.	Area*	I.D.	Horiz.	Vert	Area*
609.25		15.5′	14′	217.00		16.5′	11.5	ō′	222.25		12.5′	11.00	170
Support				SPAN		SUPP	ORT	HE	IGHT		FOOTIN	G HEI(	GHT
No.		STATION		L		( YHY			TR		Fm		(FR)
	262	5+94 WB	24	60		27'	2	7	27'	15	·9.0' ~		9.0'
Total		SI	GN A			لعا	GN E	3	J ]		<u> </u>	GN C	J.J.
Area**	I.D.	Horiz.	Vert.	. Area*	I.D.	Horiz.	Ver	-+.	Area*	I.D.	Horiz.	Vert	. Area*
696.50		28′	22′	696.50									
Support				SPAN		SUPP	ORT	HE	IGHT		FOOTIN	G HEI(	GHT
	• (												
No.		STATIO		L					HR		Fr		FR
No.	2648	8+63 WB	24	L 60		27'	)	-{	+R 27'	+6	9.0	3 8	9.0'
No. Total	2648	8+63 WB	5 24 GN A	L 60			) Gn e	3	HR 27'	+{	9.0'	R C	9.0'
No. Total Area**	2648 I.D.	8+63 WB SI Horiz.	GN A	60 . Area*	I.D.	Horiz.	) GN E Ver	3	27' Area*	I.D.	9.0' Horiz.	N C Vert	9.0' Area*
No. Total Area** 696.50	2648 I.D.	8+63 WB SI Horiz. 28'	0 24 GN A Vert. 22'	L 60 . Area* 696.50	I.D.	Horiz.	) GN E Ver	3-+.	27' Area*	I.D.	9.0' Horiz.	N C Vert	9.0' . Area*
No. Total Area** 696.50	2648 I.D.	8+63 WB SI Horiz. 28'	0 24 GN A Vert, 22'	L 60 . Area* 696.50 SPAN	I.D.	Horiz.	) GN E Ver	3 -+. HE	Area*	I.D.	9.0' Horiz.	ZN C Vert	9.0' Area*
No. Total Area** 696.50 Support No.	2648 I.D.	8+63 WB SI Horiz. 28' STATION	Vert. 224 Vert. 22'	L 60 . Area* 696.50 SPAN L	I.D.	Horiz.	) GN E Ver	3 -+. HE	Area* IGHT	I.D.	9.0' Horiz.	N C Vert G HEI(	9.0' Area*
No. Total Area** 696.50 Support No.	2648 I.D.	8+63 WB SI Horiz. 28' STATION +13 SB F	N 24 GN A Vert. 22' N	L 60 . Area* 696.50 . SPAN L . 80' EXI:	I.D.	Horiz. SUPP HL EXISTIN	GN E Ver ORT	3 -+. HE	Area* Area TIGHT HR KISTING	I.D.	9.0' 9.0' Horiz. FOOTIN FL SISTING	G HEIC	9.0' Area* GHT F <sub>R</sub> ISTING
No. Total Area** 696.50 Support No. Total	2648 I.D.	8+63 WB SI Horiz. 28' STATION +13 SB F SI	N 24 GN A Vert, 22' N PKWY GN A	L 60 . Area* 696.50 SPAN L 80' EXI	I.D.	Horiz. BUPP HL EXISTIN	ORT	3 -+. HE E×	Area*	I.D.	9.0' 9.0' Horiz. FOOTIN FL (ISTING SI(	G HEIG	9.0' Area*
No. Total Area** 696.50 Support No. Total Area**	2648 I.D. 2619- I.D.	8+63 WB SI Horiz. 28' STATION +13 SB F SI Horiz.	N 24 GN A Vert. 22' N PKWY GN A Vert.	L 60 • Area* 696.50 SPAN L 80' EXIS	I.D. ST.	Horiz. SUPP HL EXISTIN SIC Horiz.	) GN E Ver ORT IG GN E Ver	3 -+. HE EX 3	Area* Area IGHT HR ISTING Area*	I.D. I.D.	9.0' Horiz. FOOTIN FL (ISTING SI( Horiz.	G HEIG G HEIG GN C Vert	Area*
No. Total Area** 696.50 Support No. Total Area** 683.25	2648 I.D. 2619- I.D.	8+63 WB SI Horiz. 28' 5TATION +13 SB F SI Horiz. 15'	N 24 GN A Vert. 22' N PKWY GN A Vert. 15.5'	L 60 Area* 696.50 SPAN L 80' EXI 80' EXI 284.25	I.D. ST.	Horiz. SUPP HL EXISTIN SIC Horiz. 15.5'	) GNE Ver ORT IG GNE Ver 17.	3 -+. HE EX 3 -+.	27' Area* IGHT HR (ISTING Area* 300.00	I.D. I.D.	9.0' 9.0' Horiz. FOOTIN FL (ISTING SIC Horiz. 11'	G HEIO G HEIO GN C Vert 9'	9.0' 9.0' . Area* . Area* ISTING . Area* 99.00

- \* Area includes Exit Number Signs that are not shown.
- \*\* Total Area includes the sum of all of the signs on the structure and shall not exceed 700 square feet.

A registered professional engineer licensed to practice in the Commonwealth of Kentucky shall fill out the chart above based on the design cross section at the locations where the truss is to be erected, the actual signs to be used on the truss, and the instructions herein. The engineer's name is to appear in the "Checked By" box (\*\*\*) of the title block on each sheet. The engineer is responsible for verifying the information based on the contractor's submitted cross sections and for reviewing the fabricator's shop drawings in detail.

![](_page_12_Figure_6.jpeg)

	SPECIFICATIONS: All References to the Standard Spec Current Edition of the Kentucky Department of High for Road and Bridge Construction. All References to are to the 2002 Edition of the AASHTO Standard Spe Bridges.
	DESIGN: Designed in accordance with the AASHTO Sta Structural Supports for Highway Signs, Luminaires and by AASHTO, 2000 with wind velocity to 80 MPH.
	SUPERELEVATION OF ROADWAY: The Contractor shall allo elevations across the full shoulder width as shown o maintaining the required 18 foot minimum vertical cleo lowest part of the sign or support. Sign shall to be lanes to which it applies unless shown otherwise.
\$\$\$\$	CONCRETE: Class "A" Concrete is to be used through
catior	
ecific	BEVELED EDGES: All exposed concrete edges are to b otherwise shown.
ile\$sp	
\$\$design\$f	REINFORCEMENT: Dimensions from face of concrete t otherwise shown. Dimensions for bar spacings are di of bars.
FILE NAME: \$\$\$	SHOP DRAWINGS: The contractor shall submit detailed Division of Construction for review prior to fabrica specifications. The Roadway Cross Section developed accompany the Shop Drawings. The Shop Drawings and will also be forwarded to the engineer for review.
E\$\$\$	FABRICATION: The aluminum sign support shall be fabr AASHTO Standard Specifications for Structural Suppor Luminaires and Traffic Signals.
\$\$\$DAT \$\$\$DAT	MILL TEST REPORTS: Notarized test reports in triplic
₿USER¢ ED: \$4	Department of Highways stating that the materials u sepcifications.
: \$\$\$\$	
DATE	FOOTINGS: All footings shall be poured against undist transfer no more than 11/2 Tons Per Square Foot Be under any design loading conditions.
•• LL	
E-SHEET NAM	vertical DIMENSIONS: vertical Dimensions HR and HL sr the combined Dimensions (HR + FR) or (HL + FL) shall no
23 E	
<b>, 11</b> , 9, 4.	
ion v <sup>5</sup>	
roStat	

# GENERAL NOTES 110'-140' ALUMINUM OVERHEAD SIGN SUPPORT

ifications are to the ways Standard Specifications the AASHTO Specifications	MATERIAL SPEC used.	CIFICATIONS	: The following A
cifications for Highway	ASTM	MATERIAL	
ndard Specifications for d Traffic Signals published	B221-08 B241-02 B308-02 B221-08 B209-07 A320-08 B766-86 B26-05 B108-08	Extruded Pipe, Alur Structur Extruded Sheet an Stainless Class 12, Sand Mol Permaner	I Tube, Aluminum Al minum 6061-T6 al Shapes, Aluminum Bar, Rod and Sha d Plate, Aluminum Steel Hardware, N CAdmium Coating f d Casting, Aluminum nt Mold Casting, Al
n the Roadway Plans in prence to the bottom of the centered over the lane or			
out.	ROADWAY CROS Sign location elevations, S shall be subm This cost is these cross	S SECTION and deve ign Clearc itted to included i sections	: The Contractor lop a cross section ince above the Roo the Engineer for n the unit price to shall also accompan
e beveled $\frac{3}{4}$ " unless			
	MAXIMUM SIGN	AREA: D	esigned for a sigr

to bars are clear except as distances center to center

d Shop Drawings to the ation in accordance with the ed by the contractor is to nd Roadway Cross Section

ricated in accordance with rts for Highway Signs,

cate shall be furnished to the used conform to the

Furbed earth and are to earing Pressure to the soil

hall not exceed 27 feet and t exceed 36 feet. ASTM designations shall govern all materials

Alloy 6061-T6511

um Alloy 6061-T6 hapes, Aluminum Alloy 6061-6511 h Alloy 6061-T651 Nuts, Bolts, Washers and Screws for ASTM A36 Anchor Bolts, Nuts and Washers um Alloy 356.0-T6 Aluminum Alloy 356.0-T6

or shall take field measurements at each tion showing the Sign Footing Heights and oadway and Column Heights. These cross sections approval before ordering any Sign components. bid for "Roadway Cross Section". A copy of any the Shop Drawings.

gn area of 800 sq. ft.

	DESIGNED BY	Y:Standard Sheet	* * *		
	DETAILED BY	Ý °			
	DFP	PARTMENT O	F HIGH	TW/AY	S
	DEP	PARTMENT O	f high IALL	IWAY	Γ <b>S</b>
	ROUTE	PARTMENT O	F HIGH	IWAY	<u>s</u>
	DEP ROUTE <b>110'-140'</b>	COUNTY MARSH	F HIGH	IWAY	rs PORT
TEM NUMBER	ROUTE 110'-140'	ARTMENT O COUNTY MARSH OVERHEAD PREPARED BY	F HIGH	IWAY SUP	S <b>PORT</b> Sheet No. Г@Л
EM NUMBER	ROUTE 1110'-140'	ARTMENT O COUNTY MARSH OVERHEAD PREPARED BY	F HIGH	IWAY	S PORT SHEET NO. T94

SPECIFICATIONS: All References to the Standard Specification Current Edition of the Kentucky Department of Highways S for Road and Bridge Construction. All References to the A are to the 2002 Edition of the AASHTO Standard Specificat Bridges. DESIGN: Designed in accordance with the AASHTO Standard Structural Supports for Highway Signs, Luminaires and Traf- by AASHTO, 2000 with wind velocity to 80 MPH.	110'–140' Al
DESIGN: Designed in accordance with the AASHTO Standard Structural Supports for Highway Signs, Luminaires and Traf- by AASHTO, 2000 with wind velocity to 80 MPH.	ons are to the tandard Specifications ASHTO Specifications ions for Highway
	Specifications for fic Signals published
SUPERELEVATION OF ROADWAY: The Contractor shall allow for elevations across the full shoulder width as shown on the maintaining the required 18 foot minimum vertical clearence lowest part of the sign or support. Sign shall to be cente lanes to which it applies unless shown otherwise.	differences in Roadway Plans in to the bottom of th red over the lane or
CONCRETE: Class "A" Concrete is to be used throughout.	
BEVELED EDGES: All exposed concrete edges are to be beve it is otherwise shown.	led ¾" unless
REINFORCEMENT: Dimensions from face of concrete to bars otherwise shown. Dimensions for bar spacings are distance of bars.	are clear except as s center to center
SHOP DRAWINGS: The contractor shall submit detailed Shop [ Division of Construction for review prior to fabrication in specifications. The Roadway Cross Section developed by th accompany the Shop Drawings. The Shop Drawings and Road will also be forwarded to the engineer for review.	)rawings to the accordance with the e contractor is to way Cross Section
FABRICATION: The aluminum sign support shall be fabricated AASHTO Standard Specifications for Structural Supports for Luminaires and Traffic Signals.	l in accordance with <sup>-</sup> Highway Signs,
MILL TEST REPORTS: Notarized test reports in triplicate sh Department of Highways stating that the materials used co sepcifications.	hall be furnished to the
FOOTINGS: All footings shall be poured against undisturbed transfer no more than 11/2 Tons Per Square Foot Bearing under any design loading conditions.	earth and are to Pressure to the soil
VERTICAL DIMENSIONS: Vertical Dimensions HR and HL shall not the combined Dimensions (HR + FR) or (HL + FL) shall not exce	exceed 27 feet and ed 36 feet.
oStation V8.II.9.459	

# GENERAL NOTES **110'-140' ALUMINUM OVERHEAD SIGN SUPPORT**

ifications are to the vays Standard Specifications the AASHTO Specifications	MATERIAL SP used.	ECIFICATIONS: The following A
cifications for Highway	ASTM	MATERIAL
ndard Specifications for I Traffic Signals published	B221-08 B241-02 B308-02 B221-08 B209-07 A320-08 B766-86 B26-05 B108-08	Extruded Tube, Aluminum All Pipe, Aluminum 6061-T6 Structural Shapes, Aluminum Extruded Bar, Rod and Shap Sheet and Plate, Aluminum Stainless Steel Hardware, Nu Class 12, CAdmium Coating f Sand Mold Casting, Aluminum Permanent Mold Casting, Alu
w for differences in n the Roadway Plans in rence to the bottom of the		

cate shall be furnished to the used conform to the

ROADWAY CROSS SECTION: The Contractor shall take field measurements at each Sign location and develop a cross section showing the Sign Footing Heights and elevations, Sign Clearance above the Roadway and Column Heights. These cross sections shall be submitted to the Engineer for approval before ordering any Sign components. This cost is included in the unit price bid for "Roadway Cross Section". A copy of these cross sections shall also accompany the Shop Drawings.

![](_page_14_Picture_14.jpeg)

ASTM designations shall govern all materials

lloy 6061-T6511

Alloy 6061-T6 apes, Aluminum Alloy 6061-6511 Alloy 6061-T651 Nuts, Bolts, Washers and Screws for ASTM A36 Anchor Bolts, Nuts and Washers n Alloy 356.0-T6 uminum Alloy 356.0-T6

MAXIMUM SIGN AREA: Designed for a sign area of 800 sq. ft.

		REVISION	DATE
	DATE:	CHECKED	BY
	DESIGNED BY:Sta	ndard Sheet ***	
	DETAILED BY:		
	Commo DEPAR	mwealth of Kentuc MENT OF HIGHWA	ky AYS
		MARSHALL	
	ROUTE		$\sim$
	<b>5</b> 110'-140' OV	ERHEAD SIGN SU	IPPORT
ITEM NUMBER	Jun	PREPARED BY	SHEET NO.
01-800.00			DRAWING NO.

![](_page_15_Figure_0.jpeg)

Support	STATION			SPAN		SUPPORT HEIGHT			FOOTING HEIGHT				
No.	STATION		N	L		ΗL		Η <sub>R</sub>			FL		F <sub>R</sub>
	2599	9+30 W	B 24	80′		27.0	/	27.(	)′		14.62′	10	0.82′
Total	SIGN A			SIGN B					SI	GN C			
Area**	I.D.	Horiz.	Vert.	Area*	I.D.	Horiz.	Ver†	. Are	a   ]	[.D.	Horiz.	Vert.	Area
783.62		37.5′	18.75′	783.62									
		SI	GN D			SI	GN E				SI	GN F	
	I.D.	Horiz.	Vert.	Area	I.D.	Horiz.	Vert	. Are	a   ]	[.D.	Horiz.	Vert.	Area

\* Area includes Exit Number Signs that are not shown.

\*\* Total Area includes the sum of all of the signs on the structure and shall not exceed 800 square feet.

A registered professional engineer licensed to practice in the Commonwealth of Kentucky shall fill out the chart above based on the design cross section at the locations where the truss is to be erected, the actual signs to be used on the truss, and the instructions herein. The engineer's name is to appear in the "Checked By" box (\*\*\*) of the title block on each sheet. The engineer is responsible for verifying the information based on the contractor's submitted cross sections and for reviewing the fabricator's shop drawings in detail.

L	Х
110	4"
115	41/4"
120	4 <sup>1</sup> /2"
125	43⁄4"
130	5"
135	51/4"
140	51/2"

X-See Table

![](_page_15_Picture_7.jpeg)

		REVISION		DATE
	DATE:		CHE	CKED BY
	DESIGNED E	3Y:Standard Sheet	* * *	
	DETAILED E	3Y:		
	€o DE	mmonwealth PARTMENT O	of Ken F HIGH	itucky IWAYS
		MARSH	IALL	
	ROUTE		CROSSING	
	110′–140	' OVERHEAD	SIGN	SUPPORT
ITEM NUMBER		PREPARED BY		sheet no. T95
01-800.00				DRAWING NO.

![](_page_16_Figure_0.jpeg)

<u>}</u>		Support	STATION			SPAN		SUPP	ORT H	HEIGHT		FOOTIN	G HEIG	ΗT
)		No.			L			Η∟		ΗR		FL		F <sub>R</sub>
$\boldsymbol{\lambda}$			259	9+30 W	B 24	80′		27.0	/	27.0′		14.62′	10	0.82′
2		Total		SI	GN A			SI	GN B			SI	GN C	
く (		Ar ad **)	I.D.	Horiz	Yer t	AFGA*	L.D.	Horiz.	Vert	. Area	I.D.	Horiz.	Vert.	Area
$\boldsymbol{\gamma}$	-	783.62 -	Κ Σ	37.5′	18.75′	783.62	5							
5 (	<u>ل</u>	Ś		IS N	BHYDY	LLL	7	SI	GN E			SI	GN F	
2			I.D.	Horiz.	Vert.	Area	I.D.	Horiz.	Vert	. Area	I.D.	Horiz.	Vert.	Area
$\lambda$														
	$\frown$	h	REV	ISED: 1'	1-16-15	5			$\sim$	$\sim$	$\sim$	$\frown$	$\sim$	$\sim$
					reai	ncludes	rr s Exi	+ Numb	ber S	igns th	at a	re not	show	n. 🖌

\*\* Total Area includes the sum of all of the signs on the structure and shall not exceed 800 square feet.

A registered professional engineer licensed to practice in the Commonwealth of Kentucky shall fill out the chart above based on the design cross section at the locations where the truss is to be erected, the actual signs to be used on the truss, and the instructions herein. The engineer's name is to appear in the "Checked By" box (\*\*\*) of the title block on each sheet. The engineer is responsible for verifying the information based on the contractor's submitted cross sections and for reviewing the fabricator's shop drawings in detail.

L	Х
110	4"
115	41/4"
120	41/2"
125	4 3⁄4"
130	5"
135	5 <sup>1</sup> /4"
140	51/2"

![](_page_16_Picture_6.jpeg)

![](_page_16_Picture_7.jpeg)

2	REV	ISION	DATE
4	DATE:	CHECKE	DBY
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5	DETAILED BY:		
$\left\{ \right.$	Commonw DEPARTME	ealth of Kentu ENT OF HIGHW	cky AYS
3	M	ARSHALL	
}	ROUTE		$\sim$
Jummer	110'-140' OVER	HEAD SIGN SU	<b>UPPORT</b>
ITEM NUMBER		ARED BY	SHEET NO.
01-800.00			DRAWING NO.

![](_page_17_Figure_0.jpeg)

![](_page_18_Figure_0.jpeg)

sign\$file\$specification\$\$\$\$			
R S S S S S S S S S S S S S S S S S S S			
MicroStation v8.11.9.459 E-SHEET NAME: DATE			

![](_page_19_Figure_1.jpeg)

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	ROUTE 110'-140'	COUNTY MARSH COUNTY OVERHEAD	F HIGH	SUPPOR
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ITEM NUMBER	ROUTE 1110'140'	ARTMENT O. COUNTY MARSH ( OVERHEAD PREPARED BY	F HIGE	SUPPOR
ITEM NUMBER 01-800.00	ROUTE 1110'140'	ARTMENT O COUNTY MARSH ( OVERHEAD PREPARED BY	F HIGE	IWAYS SUPPOR SHEET N T97 DRAWING

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![](_page_20_Figure_1.jpeg)

![](_page_20_Figure_2.jpeg)

![](_page_21_Figure_0.jpeg)

ICATION GROOVE       REVISION       DA         DATE:       CHECKED BY         DESIGNED BY: Standard Sheet       ***         DETAILED BY:       Commonwealth of Kentucky         DEPARTMENT OF HIGHWAYS       COUNTY         MARSHALL       ROUTE         ITEM NUMBER       PREPARED BY					
DATE: CHECKED BY DESIGNED BY: Standard Sheet  CHECKED BY DESIGNED BY: Standard Sheet  COUNTY  COUNTY  MARSHALL  ROUTE CROSSING  ITEM NUMBER PREPARED BY  CHECKED BY DESIGNED BY: Standard Sheet  CHECKED BY DESIGNED BY: Standard Sheet *** DESIGNED BY: Standard Sheet *** DETAILED BY: CHECKED BY DESIGNED BY: Standard Sheet *** DETAILED BY: CHECKED BY DESIGNED BY: Standard Sheet *** DETAILED BY: CHECKED BY DESIGNED BY: Standard Sheet *** DETAILED BY: CHECKED BY DESIGNED BY: Standard Sheet *** DETAILED BY: CHECKED BY DESIGNED BY: Standard Sheet *** DETAILED BY: CHECKED BY DESIGNED BY: Standard Sheet *** DETAILED BY: COUNTY ITEM NUMBER	ICATION GROOVE		REVISION		DATE
A DESIGNED BY: Standard Sheet *** DETAILED BY: DETAILED B		DATE:		CHE	ECKED BY
A       DETAILED BY:         Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS         COUNTY MARSHALL         ROUTE         ROUTE         ITEM NUMBER		DESIGNED BY	:Standard Sheet	* * *	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS         COUNTY         MARSHALL         ROUTE       CROSSING         ITEM NUMBER       PREPARED BY	— <u> </u>	DETAILED BY	, 0		
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ROUTE CROSSING 110'-140' OVERHEAD SIGN SUPPO PREPARED BY PREPARED BY			MARSH	ALL	
ITEM NUMBER     ITEM NUMBER     ITEM NUMBER     SHEET		ROUTE	(	CROSSING	
ITEM NUMBER		110′–140′	OVERHEAD	SIGN	SUPPORT
	ITEM NUMBER		PREPARED BY		sheet no. T98
01-800.00	01-800.00				DRAWING NO.

-2" x 6" x 10′-0" Raised Key Construction Joint — Conduit may extend from any face of Footing as required in the field.

\_ . \_ . \_ . \_ . \_  $\frac{3}{4}$ " Ø Conduit for ground wire under front column in each Footing, Galvanized.

-Shoulder Line

![](_page_22_Figure_0.jpeg)

# REVISED: 11-16-15

-Shoulder Line \_-----

 $\frac{3}{4}$ " Ø Conduit for ground wire under front column in each Footing, Galvanized. -2" x 6" x 10′-0" Raised Key Construction Joint

— Conduit may extend from any face of Footing as required in the field.

TICATION GROOVE	REVISION	DATE
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A	<pre> detailed by: </pre>	
	Commonwealth of Ken DEPARTMENT OF HIGH	tucky IWAYS
	MARSHALL	
	ROUTE CROSSING	
<u><u>je za </u></u>	110'-140' OVERHEAD SIGN	SUPPORT
ITEM NUMBER	PREPARED BY	SHEET NO.
01-800.00		DRAWING NO.

		_
Note: Weld 1#2" x 13 Hex Nu to inside of Column opposite hand hole for ground wire.		
Cover Plate – $4^{1}/_{2}$ " $\times \frac{3}{16}$ " $\times \frac{6^{1}}{2}$ "		
<sup>1</sup> /4" x 20 Round Head Stainless Steel Screw, Drill and Tap Bar- Provide5∕16" Hole in Cover Plate		
Bar Frame 2"x¾" or cut from Æ 4½" x 2"- x 6½" or use Casting.		
1 "ØU-Bolt with two Lock Wahers 1 <sup> </sup> / <sub>16</sub> "ØHoles in Co		
3" × 1/4" > Ben		
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1"ØPipeC 1"ØPip		
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![](_page_23_Figure_1.jpeg)

E	BILL	of Re	EINFO	RCEM	ENT	FOR FOOTING
				LEN	GTH	
MARK	TYPE	NO.	SIZE	FT.	IN.	LOCATION
A1	4	28	#6	5	7	Footing & Wall
A2	Str	42	#5	6	8	Footing & Wall
A3	Str	7	# 9	20	8	Footing & Wall
A4	14	Var	#4	29	1	Wall
Α5	Str	28	#5	- -	1′-11"	Wall
A6	Str	7	#5	20	8	Footing
12"		4′-7" 4′-10" 4′-10"	)		A 12′−3"	$\frac{1'-11"}{14}$
*	ESTI	MATE	OF (	QUAN <sup>-</sup>	TITIE	S FOR FOOTING
			Conc	. Clas	s "A"	Reinforcement
F	=6'-0"		13.8	3 Cu.Y	ds.	1386 lbs.
l'of Pedes	addit stal hi	ional eght	1. (	) Cu.Y	ds.	49 lbs.

\* Approx. estimate is for information only.  $F_L$  and  $F_R$  shall be determined by the Engineer in the field.

R -	

01-800.00

	REVISION		DATE
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	ommonwealth SPARTMENT (	of Kei )f Higi	ntucky HWAYS
	PMMONWEAlth EPARTMENT ( COUNT MARS	of Kei DF HIGI HALL	ntucky HWAYS
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ROUTE 110'-140	PMMONWEAlth EPARTMENT ( COUNT MARS	of Ker OF HIGJ Y HALL CROSSING	ntucky HWAYS SUPPOR
ROUTE	PARTMENT ( COUNT MARS O' OVERHEAD PREPARED BY	of Ken F HIGJ Y HALL CROSSING	ntucky HWAYS SUPPOR
ROUTE 1110'-14(	PARTMENT ( COUNT MARSS O' OVERHEAD PREPARED BY	of Ken of Hig y <b>HALL</b> crossing <b>S/GN</b>	ntucky HWAYS SUPPOR

	C	(
Note: Weld 1#2" x 13 Hex Nut to inside of Column opposite hand hole for ground wire.		
	Ę	
Cover Plate — $4^{1}/_{2}$ " $\times 3^{1}/_{16}$ " $\times 6^{1}/_{2}$ "	<pre>{</pre>	
<sup>I</sup> / <sub>4</sub> " x 20 Round Head Stainless Steel Screw, Drill and Tap Bar— Provide5/ <sub>16</sub> " Hole in Cover Plate		
Bar Frame $2"\times \frac{3}{4}"$ or cut from P $4!/_2" \times 2"$ $\times 6!/_2"$ or use Casting.	Ę	
(C 1"ØU-Bolt with tv two Lock Wahers. 1½ <sub>16</sub> "ØHoles in Colu		
3" x <sup>1</sup> / <sub>4</sub> " x Bent		
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![](_page_24_Figure_1.jpeg)

E	BILL	OF RI	EINFO	RCEM	ENT	FOR FOOTING
				LEN	IGTH	
MARK	TYPE	NO.	SIZE	FT.	IN.	LOCATION
A1	4	28	#6	5	7	Footing & Wall
A2	Str	42	#5	6	8	Footing & Wall
AЗ	Str	7	#9	20	8	Footing & Wall
A4	14	Var	#4	29	1	Wall
Α5	Str	28	#5	F -	1′-11"	Wall
A6	Str	7	#5	20	8	Footing
12"		<u>4′-7"</u> 4′-10" 5 (4)	)		 	$ \begin{bmatrix} 1' - 11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ -11' \\ $
*	ESTI	ΜΑΤΕ	OF (	QUAN	TITIE	S FOR FOOTING
			Conc	. Clas	s "A"	Reinforcement
F	=6'-0"		13.8	3 Cu.Y	ds.	1386 lbs.
11 6		• •				

	COND: CIGOD A	
F=6′-0"	13.8 Cu.Yds.	1386 Ib
1' of additional Pedestal hieght	1.0 Cu.Yds.	49 Ibs
REVISED: 11-16-15		

\* Approx. estimate is for information only.  $F_L$  and  $F_R$  shall be determined by the Engineer in the field.

![](_page_24_Figure_6.jpeg)

SHIM S1

![](_page_24_Figure_8.jpeg)

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mmy	110'-140' OVE	RHEAD SIG	GN SUF	PPORT
EM NUMBER	Juni	PREPARED BY	uu	SHEET NO.
01-800.00				DRAWING NO.

#### 1-800 Marshall County – 124/169 Interchange Reconstruction

The following Bid Items and Quantities were included on this project:

21799EN Bore and Jack Pipe -24"- 100 LF

21800EN Bore and Jack Pipe -30"- 100 LF

23126EN Bore and Jack Pipe - 18"- 100 LF

In the event existing pipe conditions are found to be unacceptable relative re-use or extensions along the Purchase Parkway and/or Interstate 24, the above items have been included in the contract. There are no specific locations identified on the plans relative to these items. Payment of these items will be at the discretion of the Engineer.

#### **PROPOSAL BID ITEMS**

Report Date 11/18/15

Page 1 of 8

## Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	113,055.00	TON		\$	
0020	00018		DRAINAGE BLANKET-TYPE II-ASPH	17,552.00	TON		\$	
0030	00100		ASPHALT SEAL AGGREGATE	177.00	TON		\$	
0040	00103		ASPHALT SEAL COAT	25.00	TON		\$	
0050	00190		LEVELING & WEDGING PG64-22	680.00	TON		\$	
0060	00212		CL2 ASPH BASE 1.00D PG64-22	369.00	TON		\$	
0070	00214		CL3 ASPH BASE 1.00D PG64-22	31,289.00	TON		\$	
0080	00216		CL3 ASPH BASE 1.00D PG76-22	3,843.00	TON		\$	
0090	00217		CL4 ASPH BASE 1.00D PG64-22	33,311.00	TON		\$	
0100	00219		CL4 ASPH BASE 1.00D PG76-22	14,939.00	TON		\$	
0110	00228		CL4 ASPH BASE 0.75D PG76-22	2,380.00	TON		\$	
0120	00312		CL3 ASPH SURF 0.50D PG64-22	7,642.00	TON		\$	
0130	00332		CL3 ASPH SURF 0.50A PG76-22	6,490.00	TON		\$	
0140	00335		CL4 ASPH SURF 0.50A PG76-22	8,720.00	TON		\$	
0150	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
0160	02677		ASPHALT PAVE MILLING & TEXTURING	5,496.00	TON		\$	
0170	20071EC		JOINT ADHESIVE	94,344.00	LF		\$	
0180	22075EN		STAMPED ASPHALT	3,903.00	SQYD		\$	

#### Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0380	00021		DRAINAGE BLANKET-EMBANKMENT	7,453.00	CUYD		\$	
0390	01015		INSPECT & CERTIFY EDGE DRAIN SYSTEM	1.00	LS		\$	
0400	01069		STEEL ENCASEMENT PIPE-12 IN	500.00	LF		\$	
0410	01691		FLUME INLET TYPE 2	14.00	EACH		\$	
0420	01810		STANDARD CURB AND GUTTER	2,720.00	LF		\$	
0430	01845		ISLAND INTEGRAL CURB	114.00	LF		\$	
0440	01877		SPECIAL HEADER CURB	6,707.00	LF		\$	
0450	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	103.00	EACH		\$	
0460	01983		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	84.00	EACH		\$	
0470	01984		DELINEATOR FOR BARRIER - WHITE	6.00	EACH		\$	
0480	01985		DELINEATOR FOR BARRIER - YELLOW	48.00	EACH		\$	
0490	02014		BARRICADE-TYPE III	8.00	EACH		\$	
0500	02091		REMOVE PAVEMENT	11,176.00	SQYD		\$	
0510	02159		TEMP DITCH	23,494.00	LF		\$	
0520	02160		CLEAN TEMP DITCH	11,747.00	LF		\$	
0530	02165		REMOVE PAVED DITCH	2,555.00	SQYD		\$	
0540	02223		GRANULAR EMBANKMENT	128,071.00	CUYD		\$	
0550	02230		EMBANKMENT IN PLACE	710,213.00	CUYD		\$	
0560	02262		FENCE-WOVEN WIRE TYPE 1	12,942.00	LF		\$	
0570	02265		REMOVE FENCE	23,964.00	LF		\$	
0580	02351		GUARDRAIL-STEEL W BEAM-S FACE	11,375.00	LF		\$	
0590	02359		GUARDRAIL CONNECTOR TO CONC MED BARR	1.00	EACH		\$	

#### **PROPOSAL BID ITEMS**

Contract ID: 151079 Page 174 of 180 REVISED ADDENDUM #2: 11-18-15

#### **Report Date** 11/18/15

Page 2 of 8

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
			GUARDRAIL CONNECTOR TO BRIDGE END					
0600	02363		ΤΥΑ	10.00	EACH		\$	
0610	02367		GUARDRAIL END TREATMENT TYPE 1	26.00	EACH		\$	
0620	02369		GUARDRAIL END TREATMENT TYPE 2A	23.00	EACH		\$	
0630	02381		REMOVE GUARDRAIL	5,670.00	LF		\$	
			GUARDRAIL CONNECTOR TO BRIDGE END					
0640	02387			6.00	EACH		ې ۴	
0650	02397			900.00			ې ۴	
0000	02429		RIGHT-OF-WAT MONUMENT TYPE 1	19.00	EACH		¢	
0670	02432			3.00	EACH		¢	
0680	02483			442.00	TON		¢	
0690	02484			2,961.00	TON		⊅	
0700	02545		LEARING AND GRUBBING	1 00	IS		\$	
0710	02562		TEMPORARY SIGNS	1.397.00	SOFT		÷ \$	
0720	02585		FDGE KEY	404.00	IF		÷ \$	
0730	02596		FABRIC-GEOTEXTILE TYPE I	4,685,00	SOYD		÷ \$	
0740	02599			308,714,00	SOYD		÷ \$	
0750	02600			19.127.00	SQYD	\$2.00	\$ \$	\$38,254,00
0760	02650			1 00	IS	φ2.00	\$ \$	<i>\\</i> 00,201.00
			DIVERSIONS (BY-PASS DETOURS)				•	
0770	02651		NO. 2	1.00	LS		\$	
			DIVERSIONS (BY-PASS DETOURS)					
0780	02651		NO. 1	1.00	LS		\$	
0790	02653		LANE CLOSURE	2.00	EACH		\$	
0800	02671		PORTABLE CHANGEABLE MESSAGE SIGN	6.00	EACH		\$	
0810	02692		SETTLEMENT PLATFORM	4.00	EACH		\$	
0820	02696		SHOULDER RUMBLE STRIPS-SAWED	109,036.00	LF		\$	
0830	02701		TEMP SILT FENCE	23,494.00	LF		\$	
0840	02703		SILT TRAP TYPE A	133.00	EACH		\$	
0850	02704		SILT TRAP TYPE B	133.00	EACH		\$	
0860	02705		SILT TRAP TYPE C	133.00	EACH		\$	
0870	02706		CLEAN SILT TRAP TYPE A	133.00	EACH		\$	
0880	02707		CLEAN SILT TRAP TYPE B	133.00	EACH		\$	
0890	02708		CLEAN SILT TRAP TYPE C	133.00	EACH		\$	
0900	02711		SEDIMENTATION BASIN	47,292.00	CUYD		\$	
0910	02712		CLEAN SEDIMENTATION BASIN	47,292.00	CUYD		\$	
0920	02726		STAKING	1.00	LS		\$	
0930	02774		PREFABRICATED WICK DRAIN	83,840.00	LF		\$	
0940	02775		ARROW PANEL	5.00	EACH		\$	
0950	02929		CRASH CUSHION TYPE IX	1.00	EACH		\$	
0960	02998		MASONRY COATING	1,928.00	SQYD		\$	
0970	03144		CONC MEDIAN BARRIER TYPE 9C1	1,315.00	LF		\$	
0980	03171		CONCRETE BARRIER WALL TYPE 9T	4,340.00	LF		\$	
0990	03287		SIDEWALK RAMP TYPE 1	6.00	EACH		\$	
1000	03289		SIDEWALK RAMP TYPE 3	2.00	EACH		\$	
1010	03340		STEEL PIPE-2 1/2 IN	170.00	LF		\$	
1020	03343		STEEL PIPE-4 IN	170.00	LF		\$	
1030	04940		REMOVE LIGHTING	1.00	LS		\$	
1040	05950		EROSION CONTROL BLANKET	32,481.00	SQYD		\$	
1050	05952		TEMP MULCH	422,143.00	SQYD		\$	

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LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1060	05953	TEMP SEEDING AND PROTECTION	316,516.00	SQYD		\$	
1070	05963	INITIAL FERTILIZER	17.00	TON		\$	
1080	05964	20-10-10 FERTILIZER	27.00	TON		\$	
1090	05985	SEEDING AND PROTECTION	498,643.00	SQYD		\$	
1100	05992	AGRICULTURAL LIMESTONE	310.00	TON		\$	
1110	06401	FLEXIBLE DELINEATOR POST-M/W	587.00	EACH		\$	
1120	06404	FLEXIBLE DELINEATOR POST-M/Y	335.00	EACH		\$	
1130	06510	PAVE STRIPING-TEMP PAINT-4 IN	25,675.00	LF		\$	
1140	06511	PAVE STRIPING-TEMP PAINT-6 IN	125,055.00	LF		\$	
1150	06514	PAVE STRIPING-PERM PAINT-4 IN	10,569.00	LF		\$	
1160	06515	PAVE STRIPING-PERM PAINT-6 IN	157,461.00	LF		\$	
1170	06517	PAVE STRIPING-PERM PAINT-12 IN	9,856.00	LF		\$	
1180	06567	PAVE MARKING-THERMO STOP BAR-12IN	42.00	LF		\$	
1190	06574	PAVE MARKING-THERMO CURV ARROW	20.00	EACH		\$	
1200	06578	PAVE MARKING-THERMO MERGE ARROW	4.00	EACH		\$	
1210	06585	PAVEMENT MARKER TY IVA-MW TEMP	151.00	EACH		\$	
1220	06586	PAVEMENT MARKER TY IVA-MY TEMP	50.00	EACH		\$	
1230	06592	PAVEMENT MARKER TYPE V-B W/R	457.00	EACH		\$	
1240	08100	CONCRETE-CLASS A	182.00	CUYD		\$	
1250	08150	STEEL REINFORCEMENT	447.00	LB		\$	
1260	10020NS	FUEL ADJUSTMENT	427,292.00	DOLL	\$1.00	\$	\$427,292.00
1270	10030NS	ASPHALT ADJUSTMENT	443,959.00	DOLL	\$1.00	\$	\$443,959.00
1280	20166ES810	TEMPORARY PIPE	355.00	LF		\$	
1290	20430ED	SAW CUT	6,599.00	LF		\$	
1300	20465EC	CLEAN CULVERT	1.00	LS		\$	
1310	20738NS112	TEMP CRASH CUSHION	1.00	EACH		\$	
1320	21383ES508	CONC MEDIAN BARRIER TYPE 14C2(50)	1,910.00	LF		\$	
1330	21447NC	TEMPORARY STREAM CROSSING	1.00	LS		\$	
1340	21669NN	POLICE OFFICER WITH VEHICLE	4,000.00	HOUR		\$	
1350	21799EN	BORE AND JACK PIPE-24 IN	100.00	LF		\$	
1360	21800EN	BORE AND JACK PIPE-30 IN	100.00	LF		\$	
1370	23126EN	BORE AND JACK PIPE-18 IN	100.00	LF		\$	
1380	23158ES505	DETECTABLE WARNINGS	283.00	SQFT		\$	
1390	23274EN11F	TURF REINFORCEMENT MAT 1	2,328.00	SQYD		\$	
1400	24035EC	CONC MED BAR END FOR CRASH CUSHION TY IX	1.00	EACH		\$	
1410	24489EC	INLAID PAVEMENT MARKER	973.00	EACH		\$	
1420	24596EN	GRANULAR BACKFILL	4,667.00	CUYD		\$	
1430	24679ED	PAVE MARK THERMO CHEVRON	2,038.00	SQFT		\$	
1440	24814EC	PIPELINE INSPECTION	10,340.00	LF		\$	

#### Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1450	00078		CRUSHED AGGREGATE SIZE NO 2	135.00	TON		\$	
1460	00461		CULVERT PIPE-15 IN	525.00	LF		\$	
1470	00462		CULVERT PIPE-18 IN	124.00	LF		\$	
1480	00464		CULVERT PIPE-24 IN	305.00	LF		\$	
1490	00466		CULVERT PIPE-30 IN	222.00	LF		\$	

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LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1500	00468	CULVERT PIPE-36 IN	311.00	LF		\$	
1510	00470	CULVERT PIPE-48 IN	22.00	LF		\$	
1520	00472	CULVERT PIPE-60 IN	549.00	LF		\$	
1530	00521	STORM SEWER PIPE-15 IN	2,010.00	LF		\$	
1540	00522	STORM SEWER PIPE-18 IN	893.00	LF		\$	
1550	00524	STORM SEWER PIPE-24 IN	1,594.00	LF		\$	
1560	00982	SLOTTED DRAIN PIPE-18 IN	938.00	LF		\$	
1570	01000	PERFORATED PIPE-4 IN	39,175.00	LF		\$	
1580	01001	PERFORATED PIPE-6 IN	1,924.00	LF		\$	
1590	01010	NON-PERFORATED PIPE-4 IN	1,390.00	LF		\$	
1600	01011	NON-PERFORATED PIPE-6 IN	90.00	LF		\$	
1610	01020	PERF PIPE HEADWALL TY 1-4 IN	11.00	EACH		\$	
1620	01024	PERF PIPE HEADWALL TY 2-4 IN	38.00	EACH		\$	
1630	01028	PERF PIPE HEADWALL TY 3-4 IN	19.00	EACH		\$	
1640	01029	PERF PIPE HEADWALL TY 3-6 IN	2.00	EACH		\$	
1650	01032	PERF PIPE HEADWALL TY 4-4 IN	66.00	EACH		\$	
1660	01202	PIPE CULVERT HEADWALL-15 IN	8.00	EACH		\$	
1670	01204	PIPE CULVERT HEADWALL-18 IN	1.00	EACH		\$	
1680	01208	PIPE CULVERT HEADWALL-24 IN	3.00	EACH		\$	
1690	01210	PIPE CULVERT HEADWALL-30 IN	3.00	EACH		\$	
1700	01212	PIPE CULVERT HEADWALL-36 IN	4.00	EACH		\$	
1710	01216	PIPE CULVERT HEADWALL-48 IN	1.00	EACH		\$	
1720	01220	PIPE CULVERT HEADWALL-60 IN	1.00	EACH		\$	
1730	01310	REMOVE PIPE	221.00	LF		\$	
1740	01451	S & F BOX INLET-OUTLET-24 IN	2.00	EACH		\$	
1750	01452	S & F BOX INLET-OUTLET-30 IN	2.00	EACH		\$	
1760	01456	CURB BOX INLET TYPE A	9.00	EACH		\$	
1770	01480	CURB BOX INLET TYPE B	4.00	EACH		\$	
1780	01490	DROP BOX INLET TYPE 1	1.00	EACH		\$	
1790	01505	DROP BOX INLET TYPE 5B	6.00	EACH		\$	
1800	01511	DROP BOX INLET TYPE 5D	1.00	EACH		\$	
1810	01517	DROP BOX INLET TYPE 5F	5.00	EACH		\$	
1820	01587	DROP BOX INLET TYPE 16S	7.00	EACH		\$	
1830	01756	MANHOLE TYPE A	1.00	EACH		\$	
1840	01767	MANHOLE TYPE C	1.00	EACH		\$	
1850	23043NS710	CONC MED BARRIER INLET TY 14B2-50	7.00	EACH		\$	
1860	23610NC	CORED HOLE DRAINAGE BOX CON	12.00	EACH		\$	
1870	24835ES710	CONC MED BARRIER INLET TY 14B1-50	12.00	EACH		\$	

### Section: 0004 - BRIDGE-27451

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1880	02231		STRUCTURE GRANULAR BACKFILL	412.00	CUYD		\$	
1890	02998		MASONRY COATING	324.40	SQYD		\$	
1900	03299		ARMORED EDGE FOR CONCRETE	97.80	LF		\$	
1910	08019		CYCLOPEAN STONE RIP RAP	831.00	TON		\$	
1920	08033		TEST PILES	200.00	LF		\$	
1930	08100		CONCRETE-CLASS A	76.60	CUYD		\$	
1940	08104		CONCRETE-CLASS AA	214.10	CUYD		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1950	08151		STEEL REINFORCEMENT-EPOXY COATED	50,735.00	LB		\$	
1960	08500		APPROACH SLAB	227.80	SQYD		\$	
1970	08634		PRECAST PC I BEAM TYPE 4	657.00	LF		\$	
1980	21532ED		RAIL SYSTEM TYPE III	224.00	LF		\$	
1990	23826EC		PIPE PILE-16 IN	2,116.00	LF		\$	

#### Section: 0005 - BRIDGE-27370

LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2000	02231	STRUCTURE GRANULAR BACKFILL	1,909.00	CUYD		\$	
2010	02998	MASONRY COATING	1,137.00	SQYD		\$	
2020	03299	ARMORED EDGE FOR CONCRETE	572.00	LF		\$	
2030	08018	RETAINING WALL	23,400.00	SQFT		\$	
2040	08033	TEST PILES	190.00	LF		\$	
2050	08100	CONCRETE-CLASS A	265.00	CUYD		\$	
2060	08104	CONCRETE-CLASS AA	1,036.20	CUYD		\$	
2070	08151	STEEL REINFORCEMENT-EPOXY COATED	196,528.00	LB		\$	
2080	08500	APPROACH SLAB	972.00	SQYD		\$	
2090	08635	PRECAST PC I BEAM TYPE 6	2,695.00	LF		\$	
2100	21532ED	RAIL SYSTEM TYPE III	466.00	LF		\$	
2110	23233EC	DYNAMIC PILE TESTING	2.00	EACH		\$	
2120	23826EC	PIPE PILE-16 IN	11,790.00	LF		\$	

## Section: 0006 - BRIDGE-27371

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2130	02231		STRUCTURE GRANULAR BACKFILL	209.00	CUYD		\$	
2140	02998		MASONRY COATING	1,905.30	SQYD		\$	
2150	03299		ARMORED EDGE FOR CONCRETE	50.00	LF		\$	
2160	08001		STRUCTURE EXCAVATION-COMMON	344.10	CUYD		\$	
2170	08020		CRUSHED AGGREGATE SLOPE PROT	276.00	TON		\$	
2180	08033		TEST PILES	468.00	LF		\$	
2190	08100		CONCRETE-CLASS A	643.20	CUYD		\$	
2200	08104		CONCRETE-CLASS AA	416.80	CUYD		\$	
2210	08133		MECHANICAL REINF COUPLER #8	192.00	EACH		\$	
2220	08150		STEEL REINFORCEMENT	51,529.00	LB		\$	
2230	08151		STEEL REINFORCEMENT-EPOXY COATED	130,153.00	LB		\$	
2240	08500		APPROACH SLAB	138.90	SQYD		\$	
2250	08634		PRECAST PC I BEAM TYPE 4	1,733.00	LF		\$	
2260	21532ED		RAIL SYSTEM TYPE III	877.00	LF		\$	
2270	23233EC		DYNAMIC PILE TESTING	6.00	EACH		\$	
2280	23826EC		PIPE PILE-16 IN	5,779.00	LF		\$	

## Section: 0007 - BRIDGE-27372

LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC FP AMOUNT
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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2290	02231		STRUCTURE GRANULAR BACKFILL	406.70	CUYD		\$	
2300	02998		MASONRY COATING	308.80	SQYD		\$	
2310	03299		ARMORED EDGE FOR CONCRETE	95.40	LF		\$	
2320	08019		CYCLOPEAN STONE RIP RAP	844.00	TON		\$	
2330	08033		TEST PILES	184.00	LF		\$	
2340	08100		CONCRETE-CLASS A	76.00	CUYD		\$	
2350	08104		CONCRETE-CLASS AA	203.00	CUYD		\$	
2360	08151		STEEL REINFORCEMENT-EPOXY COATED	48,895.00	LB		\$	
2370	08500		APPROACH SLAB	229.60	SQYD		\$	
2380	08634		PRECAST PC I BEAM TYPE 4	603.00	LF		\$	
2390	21532ED		RAIL SYSTEM TYPE III	206.00	LF		\$	
2400	23826EC		PIPE PILE-16 IN	2,001.00	LF		\$	

#### Section: 0008 - SIGNING

LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2410	06400	GMSS GALV STEEL TYPE A	13,565.00	LB		\$	
2420	06405	SBM ALUMINUM PANEL SIGNS (REVISED: 11-18-15)	9,170.80	SQFT		\$	
2430	06406	SBM ALUM SHEET SIGNS .080 IN	71.50	SQFT		\$	
2440	06407	SBM ALUM SHEET SIGNS .125 IN	203.00	SQFT		\$	
2450	06410	STEEL POST TYPE 1	648.00	LF		\$	
2460	06411	STEEL POST TYPE 2	21.00	LF		\$	
2470	06415	OSS GALV STEEL CANTILEVER	1.00	EACH		\$	
2480	06420	OSS ALUMINUM 55 FT TRUSS	1.00	EACH		\$	
2490	06422	OSS ALUMINUM 60 FT TRUSS	2.00	EACH		\$	
2500	06426	OSS ALUMINUM 70 FT TRUSS	3.00	EACH		\$	
2510	06438	OSS ALUMINUM 80 FT TRUSS	1.00	EACH		\$	
2520	06441	GMSS GALV STEEL TYPE C (REVISED: 11-18-15)	19,461.00	LB		\$	
2530	06448	SIGN BRIDGE ATTACHMENT BRACKET	2.00	EACH		\$	
2540	06449	<b>REM OVERHEAD SIGN SUPPORT STR</b>	4.00	EACH		\$	
2550	06450	REM OVERHEAD STRUC CONC BASE	7.00	EACH		\$	
2560	06451	REMOVE SIGN SUPPORT BEAM	43.00	EACH		\$	
2570	06490	CLASS A CONCRETE FOR SIGNS (REVISED: 11-18-15)	264.00	CUYD		\$	
2580	06491	STEEL REINFORCEMENT FOR SIGNS (REVISED: 11-18-15)	21,576.00	LB		\$	
2590	20418ED	<b>REMOVE &amp; RELOCATE SIGNS</b>	54.00	EACH		\$	
2600	20419ND	ROADWAY CROSS SECTION	9.00	EACH		\$	
2610	21373ND	REMOVE SIGN	70.00	EACH		\$	
2620	21596ND	GMSS TYPE D	8.00	EACH		\$	
2630	23639ED	REM SIGN BRIDGE MOUNT ATTACHMENT	2.00	EACH		\$	
2640	24631EC	BARCODE SIGN INVENTORY	67.00	EACH		\$	

#### Section: 0009 - LIGHTING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC F	P AMOUNT
2650	03381		PVC PIPE-2 IN	50.00	LF	\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2660	04714		POLE 120 FT MTG HT HIGH MAST	32.00	EACH		\$	
2670	04761		LIGHTING CONTROL EQUIPMENT	4.00	EACH		\$	
2680	04795		CONDUIT-2 IN	50.00	LF		\$	
2690	04797		CONDUIT-3 IN	6,755.00	LF		\$	
2700	04800		MARKER	80.00	EACH		\$	
2710	04820		TRENCHING AND BACKFILLING	23,200.00	LF		\$	
2720	04834		WIRE-NO. 6	50.00	LF		\$	
2730	04860		CABLE-NO. 8/3C DUCTED	12,210.00	LF		\$	
2740	04861		CABLE-NO. 6/3C DUCTED	38,825.00	LF		\$	
2750	04862		CABLE-NO. 4/3C DUCTED	29,310.00	LF		\$	
2760	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	19.00	EACH		\$	
2770	20392NS835		ELECTRICAL JUNCTION BOX TYPE C	16.00	EACH		\$	
2780	20410ED		MAINTAIN LIGHTING	1.00	LS		\$	
2790	21065ND		MODEL 334 ENCLOSURE	1.00	EACH		\$	
2800	21069ND		SURGE DEVICE 120 VOLT	1.00	EACH		\$	
2810	21071ND		DATA SURGE DEVICE	1.00	EACH		\$	
2820	21079ND		TRANSFORMER 480/120	1.00	EACH		\$	
2830	21489ND		RACK MOUNTED UPS	1.00	EACH		\$	
2840	21543EN		BORE AND JACK CONDUIT	6,755.00	LF		\$	
2850	22403NN		WEB CAMERA ASSEMBLY	1.00	EACH		\$	
2860	23022NN		INSTALL HIGH MAST CONTROL CABLE	1.00	EACH		\$	
2870	23150NN		COMMUNICATION CABLE	500.00	LF		\$	
2880	23161EN		POLE BASE-HIGH MAST	300.00	CUYD		\$	
2890	23941EC		VIDEO SURVEILLANCE CONTROLLER	1.00	EACH		\$	
2900	23944EC		ADVANCED GROUNDING SYSTEM	1.00	EACH		\$	
2910	24749EC		HIGH MAST LED LUMINAIRE	184.00	EACH		\$	
2920	24820EC		ADAPTIVE LIGHTING SYSTEM	1.00	LS		\$	
2930	24821EC		LIGHTING AVIATION MONITORING SYSTEM	18.00	EACH		\$	
2940	24822EC		AVIATION ASSEMBLY	18.00	EACH		\$	

### Section: 0010 - LANDSCAPING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0190	05026		EASTERN WHITE PINE	22.00	EACH		\$	
0200	05981		WILDFLOWER SEEDING	8,363.00	SQYD		\$	
0210	05990		SODDING	8,846.00	SQYD		\$	
0220	20009ES724		COLORADO SPRUCE	22.00	EACH		\$	
0230	20516NS724		TULIP POPLAR (REVISED: 11-16-15)	7.00	EACH		\$	
0240	20566NS724		FLOWERING DOGWOOD	26.00	EACH		\$	
0250	21662NS724		SWEET GUM (REVISED: 11-16-15)	27.00	EACH		\$	
0260	21744NS724		SWAMP WHITE OAK (REVISED: 11-16-15)	28.00	EACH		\$	
0270	23315EC		DECORATIVE FENCE (REVISED: 11-16-15)	8,435.00	LF		\$	
0280	24393ES724		AMERICAN HOLLY	19.00	EACH		\$	
0290	24681EC		CONSTRUCT DECORATIVE WALL STA. 52+55 TO 53+97	1.00	LS		\$	

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0300	24681EC		CONSTRUCT DECORATIVE WALL STA. 41+86 TO 42+17	1.00	LS		\$	
0310	24833ES724		FRINGE TREE	19.00	EACH		\$	
0320	24834ES724		CAROLINA SILVERBELL	44.00	EACH		\$	
0330	40102		PAINTING	1,720.00	SQFT		\$	

#### Section: 0011 - TRAINEES

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0340	02742		TRAINEE PAYMENT REIMBURSEMENT 1 GROUP 1 OPERATOR	1,600.00	HOUR		\$	
0350	02742		TRAINEE PAYMENT REIMBURSEMENT 1 CEMENT MASON	1,200.00	HOUR		\$	

#### Section: 0012 - DEMOBILIZATION AND/OR MOBILIZATION

LINE	BID CODE	ALT DESCR	IPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0360	02568	MOBILI	ZATION	1.00	LS		\$	
0370	02569	DEMOB	ILIZATION	1.00	LS		\$	